ENERGY AND WATER DEVELOPMENT APPROPRIATIONS FOR 1991

HEARINGS

BEFORE A

SUBCOMMITTEE OF THE

COMMITTEE ON APPROPRIATIONS

HOUSE OF REPRESENTATIVES

ONE HUNDRED FIRST CONGRESS

SECOND SESSION

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

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PART 7

(Pages 1-1550)

TESTIMONY OF MEMBERS OF CONGRESS AND OTHER INTERESTED INDIVIDUALS AND ORGANIZATIONS

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ENERGY AND WATER DEVELOPMENT APPROPRIATIONS FOR 1991

TESTIMONY OF MEMBERS OF CONGRESS AND OTHER INTERESTED INDIVIDUALS AND ORGANIZATIONS

TUESDAY, MARCH 27, 1990.

WARRIOR-TOMBIGBEE WATERWAY

WITNESSES

OFFA S. NICHOLS, JR., PRESIDENT, WARRIOR-TOMBIGBEE DEVELOPMENT ASSOCIATION

BILL GUTHRIE, EXECUTIVE VICE PRESIDENT, ALABAMA POWER CO.

Mr. BEVILL. The committee will come to order.

We are pleased to have all of our Alabama friends here today, and this being Alabama Day, I consider it the most important day of the year. We have the most important people in the country here today, my constituents and friends from Alabama.

So, Colonel Nichols, the Chair recognizes you and you may submit your prepared statement for the record and proceed as you wish.

Mr. NICHOLS. Thank you, sir.

I would like to say for the record that the day is more important than a lot of us knew until we arrived today inasmuch as it is your birthday.

Mr. BEVILL. Well, thank you. It's the 30th anniversary of my 39th birthday.

Mr. NICHOLS. We are pleased to be here. I thank you very much for the opportunity to come back. I bring you best wishes from our chairman, Nick Barchie, who you saw last year. He is attending the user board representing the southeast part of the Waterway. Bill Guthrie is Vice Chairman of our Association, Executive Vice Chairman, of the largest shipper on the Alabama Waterway System.

Mr. BEVILL. He and I get closer every time we talk. We are related.

Mr. NICHOLS. I will make my statement very brief. You are very familiar with our project. I would like to summarize a couple of things by saying that we are proud that the Warrior-Tombigbee Waterway is a great success story. It represents exactly what you and the Congress have in mind with the civil works program. The project began, the modernization began right after World War II with a modernization of all our locks and dams on the system.

It was projected that if that modernization took place, that the system would carry 8 million tons of traffic by 1980. Well, 8 million tons occurred in 1966, and by 1980, there were twice that 8 million tons and now it is ranging in almost 20 million tons. With the Tenn-Tom open, it will increase more dramatically than that.

Local investment in the areas has far exceeded Federal investment. In just the last decade, local investment has exceeded $2.5 billion. That $2.5 billion is more than 10 times the Federal investment in that same period of time, including construction of the new Oliver Lock.

We are here to speak to you about investment money, when it turns over many times the monies that really pay off. We have two kinds of needs. The first need is to continue the construction of the Oliver Lock. That project is going extremely well. We look forward to the first tow going through that lock in the fall of next year. It is already on your calendar for an October celebration in the Tuscaloosa area.

The amount of money requested frightened me a bit, $5.5 million. I thought perhaps it was an error, but it turns out that because of the phase of construction, that that is an appropriate amount of money for this particular year.

There will be two further appropriations, some $10 million each in the two subsequent fiscal years to finish the entire project. So, the $5.5 million proposed for Oliver is the amount that is needed, half of it from the Federal part and the other half from the trust fund.

The O&M situation is a totally different matter, and I must say that I am in a state of shock with respect to what the Corps was allowed to put into that budget request this time, that being $9.3 million. In my 10 years that is by far the lowest figure that we have seen.

The figure, the requested figure has been running somewhere in the 12, $13 million range, and even that figure has been short of what the experience on the river system has been over the years.

So, in short summary, the $9.3 million is at least $4 million short of minimum requirements for that system to operate as it has been operating, plus to carry on some of the improvements that have been already studied and programmed into the O&M program.

We are delighted that in Alabama, that the two things are—of course, coal continues to be a major factor moving on the system. We are delighted with the resurgence of iron ore, steel, coke and related products of that nature.

Activity with respect to U.S. Steel and other steel facilities are now back almost to where they were several years ago before the downturn began. And the things that are really exciting, I am sure Mr. Dutton will mention, are the forest products. That is just, everywhere you look, people are putting in facilities to produce forest products and mostly for export, which is extremely valuable to us.

The Port of Mobile has become the major wood products exporting port on the Gulf Coast, and we are very proud of that. Our message here is that our record shows that you have done a superb job of supporting the Warrior-Tombigbee Waterway in the past. We think we have done a superb job of taking what you have provided

to us and making good use of it, and providing jobs and opportunities for the folks down there.

We pledge to you, if you will keep on doing what you have been doing, we will keep on doing what we have been doing. I will be pleased to answer any questions.

[The statements concerning Warrior-Tombigbee Waterway follow:]

WARRIOR-TOMBIGBEE DEVELOPMENT ASSOCIATION

CHAIRMAN
Nicholas J. Barchie, Jr.
President
Warrior & Gulf Navigation Co.
Chickasaw, Alabama

VICE-CHAIRMAN
Bill M. Guthrie
Executive Vice President
Alabama Power Company
Birmingham, Alabama

PRESIDENT
Offa S. Nichols, Jr.
Col. USAF (Ret.)
Birmingham, Alabama

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William A. Powell, Jr.
Vice Chairman
AmSouth Bank N.A.
Birmingham, Alabama

STATEMENT FOR
Subcommittees on Energy & Water Development
United States House of Representatives
United States Senate

-March 27, 1990-

SUMMARY OF THE REQUEST

The following is a summary of the funding items for the U. S. Army Corps of Engineers for FY90 which bear on the needs of the Warrior-Tombigbee Waterway, and which we ask the Committee to approve:

Warrior-Tombigbee Waterway

Operations & Maintenance Funds included in Corps' Budget Request	$ 9,292,000
Funds for Additional Capability for O&M, not included in Corps' Budget Request	4,000,000
Total O&M Funds Required	$ 13,292,000
Funds for New Construction, included in Corps' Budget Request - Oliver Lock	5,500,000
Total New Construction Funds Required	$ 5,500,000

Other needs allied to the Warrior-Tombigbee are:

Mobile Harbor

Operations & Maintenance Funds, included in Corps' Budget Request	$ 13,400,000

We wish to highlight the item identified above as "Additional Capability". Since funds for this item were not included in the Corps' Budget Request, it is not likely that the committee has been informed of the essentiality of funding for this Additional Capabilities. We emphasize the need for additional O&M Capability funds if we are to have an adequate current year program, and to support on-going projects designed to improve safety and efficiency, and to reduce future costs. Additional funds are particularly critical for FY91.

Written statements of support are attached.

Commerce Center, P.O. Box 10127, Birmingham, Alabama 35202, (205) 323-5461

OFFSET
CAMERA COPY

STATEMENT FOR
Subcommittees on Energy & Water Development
United States House of Representatives
United States Senate

I am Offa S. Nichols, Jr., President of the Warrior-Tombigbee Development Association. Our members represent a broad cross-section of shippers, carriers, and the general business community in the Warrior-Tombigbee basin in Alabama, and seven other states. The Association began in 1949 to work for the redevelopment of the Warrior-Tombigbee Waterway System. Construction of the original 17 locks and dams began in the late 1870's and was completed in 1915. The navigation system provided by these locks and dams had gradually deteriorated, and following World War II, the annual tonnage had levelled off at 2.5 million tons, due to the condition and limited capacity of the obsolete locks.

The Association's objectives have been not only the replacement of the outmoded locks and dams and improvements in the Port of Mobile area, but also the appropriation of sufficient O&M funds to support efficient and reliable navigation,. Congress has generally appropriated the necessary funds to support these objectives. There are now only six (6) locks in the 400-plus miles from the head of navigation, located northwest of Birmingham, to the Port of Mobile. During the studies which resulted in this redevelopment, it was projected that by 1980, the Waterway would carry some 8 million tons annually. These levels were reached in 1966, and by 1980, twice the projected tonnage was being moved on the Waterway. Traffic has since reached a peak of 22 million tons.

With the completion of the new William Bacon Oliver Lock in 1991, the Warrior-Tombigbee Waterway will have a system of modern and standard-sized locks throughout its length. Together with the other five locks opened between 1954 and 1975, this system represents a noteworthy example of the positive impact of the water resource development program. The most persuasive evidence of the validity of this project and the wisdom of those who made it possible comes from the record as stated above. The record shows that, since the modernization of the Warrior-Tombigbee Waterway began, traffic has increased from just over two million tons annually to 22 million tons, more than double what had been projected.

During this decade, due in large part to the modernization of this waterway, several billion dollars have been invested by industry, farmers, and other non-Federal governmental agencies, providing thousands of jobs. The Alabama State Docks', as a result of a recently completed $250 million expansion program, now offers the most advanced coal handling technology available in this country, along with similar improvements for grain handling and bulk materials. It is interesting to note that the investment by this one local agency exceeds the later Federal investment in building all the locks and dams on the entire waterway, including the new Oliver Lock. Now even more expansion is underway to handle increased shipments of forest products as well as iron and steel products. We are asking for the continuation of federal investments which pay off many fold.

Today's traffic and ever increasing demands require that the Waterway operate at peak efficiency on a full-time basis. Shipments of ore, steel, and related products are increasing because of the new and modern manufacturing facilities at U. S. Steel. The continued efficiency and modernization of the waterway were important factors in U. S. Steel's recent decision on even further modernization of their Fairfield facilities -- clearly a major factor in the survival of Fairfield as a viable facility. This brings U. S. Steel's investments during this decade to about $1 billion. A $100 million mini-mill has been built near Tuscaloosa -- the first such new facility to be built in this country in 19 years. Production is well ahead of projections, including increasing amounts going to international markets. Major mining interests and marine equipment and facilities account for another $1 billion in investment. The efficiency and reliability of the waterway will be significant factors in the competitiveness of these new facilities. Thousands of jobs hang in the balance.

There are other commodities moving on the waterway, such as other ores, crude and fuel oils, other steel products, chemicals, aggregates, and now, by substantial increased tonnages of forest products. Forest products are becoming major factors in the export markets. Related industries, though still impacted by the competitive international markets, are growing and modernizing.

These are but examples of how this waterway is so central to the economy of this entire area, impacting both domestic and international markets. Attached with this statement are letters further highlighting this importance I hope you will note the wide range of interests represented by these statements. Included are financial institutions; public utilities; both deep water and inland port facilities, representing both public and private ownership; coal mining, both deep and surface; manufacturers; agri-business; suppliers; constructors; and, of course, marine interests. These represent a broad cross-section of the economic heartbeat of an entire region. Throughout these statements you will find repeated references to the importance of confidence in the waterway to the willingness of business and industry to continue to invest in our area.

With respect to the actual funding needs, we support the Corps' request for O&M funds for the Warrior-Tombigbee. However, the requested level of funding, $9.3 million, will not support the kind of O&M program essential to keeping the system reliable and efficient. The funding requested is more than $4 million less than the average requirement over the past several years for day-to-day operations, and is not adequate to support normal and efficient operations during FY91. Nor will these funds permit the continuation of on-going programs designed to correct deficiencies of long-standing, and to handle the increased traffic on an efficient, long-term basis. Work is being done to reduce sedimentation and shoaling, which will reduce O&M costs in future years. Non-structural measures are underway which will increase efficiency and traffic flow through several reaches of the Waterway, thereby enhancing its ability to handle the much greater traffic than had been anticipated. These measures result from studies conducted following the unprecedented and destructive flooding in 1979 and 1980.

They are part of the intermediate range actions subsequently approved to deal with the impact of these conditions, and to ameliorate the recurring effects encountered during all but ideal flow conditions. To stop or significantly delay these projects would be a severe blow to the current efficiency and reliability of the channel, and even worse on its future. At the time of the preparation of this statement, the Corps had not released the approved "additional capability" figures, and based on recent experience, we will not know what the approved figure is at the time of the hearings on March 27, 1990. They have, however, released documents showing an overall capability need of $22,982,000. However, based on a close following of these projects and the known deficiency in the O&M budget request, the additional need for FY91 is a minimum of $4.0 million.

We support the New Construction funds as indicated in the Corps' request. These funds will support the orderly continuation of the construction of the new Oliver Lock. Through the wisdom and steadfast support of the Appropriations Committee, it was possible to accomplish the planning, design, and initial construction at Oliver on an orderly and efficient basis. The construction phase is progressing satisfactorily, and with these funds, we are confident that the project will remain on schedule. Inclusion of the entire Federal share of $2.75 million for Oliver Lock is critical as this will be matched by an equal amount from the Inland Waterway Trust Fund to product the required $5.5 million. Therefore, any reduction would be doubly detrimental.

SUMMARY OF FUNDS REQUESTED

Warrior-Tombigbee Waterway

Operations & Maintenance Funds included in Corps' Budget Request	$ 9,292,000
Funds for Additional Capability for O&M, not included in Corps' Budget Request	4,000,000
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Other needs allied to the Warrior-Tombigbee are:

Mobile Harbor

Operations & Maintenance Funds, included in Corps' Budget Request	$ 13,400,000

We believe the Warrior-Tombigbee Waterway is a classic example of the positive aspects of the Civil Works Program. The Congress has seen its potential and has supported its program. And now the project continues to demonstrate its worth, having more than doubled the projected annual tonnage and benefits.

During the severe draught in 1988, this waterway operated normally, and with the Tennessee-Tombigbee provided an alternate route for cargo unable to move otherwise. Annual tonnage rates more than doubled again during part of this period.

We fully endorse and seek the approval of these items. I, as President of the Warrior-Tombigbee Development Association, our other Officers, Board of Directors, and our Members, appreciate the consideration of the Chairman and members of this Subcommittee and its staff have shown us over the years. I wish to emphasize that the funds which we seek are of investment category, not expense. This is seed money, spawning reinvestment many times over. We ask for your support once again.

We are attaching additional written statements of support, along with a witness list, representing a cross-section of business, industry, and the public.

Thank you for your consideration. We stand ready to answer questions.

March 27, 1990

OSN/mjc

WARRIOR-TOMBIGBEE DEVELOPMENT ASSOCIATION

WASHINGTON APPROPRIATIONS HEARINGS

List of Statements - 1990

Alabama Electric Cooperative	Andalusia, Alabama
Alabama Power Company	Birmingham, Alabama
Alabama State Docks Department	Mobile, Alabama
American Cast Iron Pipe Company	Birmingham, Alabama
American Commercial Barge Line Company	Harahan, Louisiana
Buffalo Rock Company	Birmingham, Alabama
Cargill Marketing Company, Inc.	Mobile, Alabama
Dravo Basic Materials Company, Inc.	Mobile, Alabama
Drummond Coal Company	Jasper, Alabama
First Alabama Bank	Mobile, Alabama
Gulf Power Company	Pensacola, Florida
Harrison Brothers Dry Dock & Repair Yard	Mobile, Alabama
Hunt Refining Company	Tuscaloosa, Alabama
Mississippi Power Company	Gulfport, Mississippi
Mobile Area Chamber of Commerce	Mobile, Alabama
Parker Towing Company	Tuscaloosa, Alabama
South Central Bell	Birmingham, Alabama
Southern Company Services, Inc.	Birmingham, Alabama
SouthTrust Bank of Alabama	Birmingham, Alabama
State of Alabama	Montgomery, Alabama
Tenn-Tom Towing Company	Mobile, Alabama
Thompson Tractor Company	Birmingham, Alabama
Tuscaloosa Steel	Tuscaloosa, Alabama
Volkert & Associates, Inc.	Mobile, Alabama
Jim Walter Resources, Inc.	Brookwood, Alabama
Warrior & Gulf Navigation Company	Chickasaw, Alabama

3-15-90
OSN/mjc

WARRIOR-TOMBIGBEE DEVELOPMENT ASSOCIATION

List of Witnesses - 1990

The Honorable Howell Heflin - Senator - Alabama
The Honorable Richard Shelby - Senator - Alabama
The Honorable Glenn Browder - Member of Congress - Alabama
The Honorable Sonny Callahan - Member of Congress - Alabama
The Honorable Bill Dickinson - Member of Congress - Alabama
The Honorable Ben Erdreich - Member of Congress - Alabama
The Honorable Ronnie Flippo - Member of Congress - Alabama
The Honorable Claude Harris - Member of Congress - Alabama

Representing Governor Guy Hunt:
Mr. Walter Stevenson, Jr. - Alabama Department of Economic and Community Affairs

Mr. N. J. Barchie, Jr., Chairman, Warrior-Tombigbee Development Association
President, Warrior & Gulf Navigation Company

Mr. Bill Guthrie, Vice Chairman, Warrior-Tombigbee Development Association
Executive Vice President, Alabama Power Company

Mr. Offa S. Nichols, Jr., President, Warrior-Tombigbee Development Association

Mr. John Dutton, Director, Alabama State Docks Department

Mr. R. A. Guthans, President, Tenn-Tom Towing Company

Mr. Buz Heggeman, Vice Chairman, Ports and Waterways Task Force, Mobile Area Chamber of Commerce

Mr. John L. McCarron, Jr., Chairman, Ports and Waterways Task Force, Mobile Area Chamber of Commerce

Mr. Sheldon Morgannn, Senior Vice President, First Alabama Bank/Mobile

Alabama Electric Cooperative, Inc.
Post Office Box 550
Andalusia, Alabama 36420
(205) 222-2571

James A. Vann, Jr.
Executive Vice President
and General Manager

AEC

March 1, 1990

The Honorable Tom Bevill, Chairman,
House Subcommittee on Appropriations
for Energy and Water Development
U.S. House of Representatives
Washington, D. C. 20515

Re: FY91 Corps of Engineers Funding For Warrior-Tombigbee Waterway and Port of Mobile

Dear Mr. Chairman:

On behalf of Alabama Electric Cooperative, Inc. (AEC) and its member systems, I would like to request your continued support of the FY91 Corps of Engineers' funding for the Warrior-Tombigbee Waterway and the Port of Mobile.

Water transportation is vital to AEC because it is the most economical way to ship coal to our Lowman Power Plant. Therefore, I urgently request that adequate funding be appropriated for the Warrior-Tombigbee Waterway and the Port of Mobile. Our member systems count on us for reliable, low cost electricity. Keeping our fuel transportation cost down is one extremely important way to insure our rates will remain as low as possible. A more detailed statement is attached relating to this matter.

I would like to take this opportunity to thank you for your past efforts and continued help in this matter, as well as other areas related to the rural electric program. I sincerely hope that you lend your support to see that the Corps of Engineers' budget request is approved.

Sincerely yours,

James A. Vann, Jr.
Executive Vice President
and General Manager

JAVjr/bhs
Attachment
cc: Col. Offa S. Nichols, Jr. w/ attachment
President, Warrior-Tombigbee Development Association

STATEMENT FROM ALABAMA ELECTRIC COOPERATIVE, INC.

IN SUPPORT OF FY91 CORPS OF ENGINEERS FUNDING

FOR THE WARRIOR-TOMBIGBEE WATERWAY AND PORT OF MOBILE

Alabama Electric Cooperative, Inc. (AEC) and its twenty-two member systems fully support the testimony of Col. Offa S. Nichols, Jr., President, Warrior-Tombigbee Development Association, before your Subcommittee. As a member of the Warrior-Tombigbee Development Association, AEC joins with this association in its endeavor to improve the efficiency and reliability of the Black Warrior-Tombigbee Waterway and the Port of Mobile.

AEC is a generation and transmission electric cooperative which supplies wholesale power to sixteen distribution cooperatives, four municipalities and two industries in central and south Alabama and northwest Florida. The distribution cooperatives and municipalities serve approximately one-half million consumers in sparsely populated areas. Because of these sparsely populated service areas, the cost associated with the distribution of electric energy is substantially greater than in heavily populated urban areas of the country. Therefore, these non-profit, consumer-owned entities operate on extremely thin margins, which means that anything significantly affecting the cost of generation, transmission or distribution of electric

energy is of utmost concern and interest to AEC and its member systems.

AEC's Lowman Power Plant is a coal fired generating plant located at mile-point 89 on the Black Warrior-Tombigbee Waterway. The majority of the electrical energy which AEC delivers to its members is generated at the Lowman Plant. This electrical energy is delivered over AEC's transmission system and is also wheeled over other companies' transmission systems when the need arises. The first 75 MW unit was installed at the Lowman Plant during the 1960's. In the 1970's the Lowman Plant was selected for the installation of two 235 MW coal-fired units. The major consideration in selecting the Lowman Plant site was the availability of lower cost barge transportation via the Black Warrior-Tombigbee Waterway. The lower cost barge transportation resulted in lower electrical power cost for AEC member consumers. Over 1.1 million tons of coal were shipped to the Lowman Plant in 1989 to generate the electrical energy to meet the needs of its members and increases are predicted into the mid 1990's. Although coal may be transported by rail as well as barge to the Lowman Plant, 56% of the coal was moved to the plant via barge in 1989 because the barge transportation expense is considerably less than rail.

A future generating site on the Black Warrior-Tombigbee Waterway has been purchased by AEC. This site is approximately 50 miles north of the Lowman Plant. One of the major factors in the selection of this site was the availability of water transportation. AEC is anticipating installing new base load generation on this site in the mid to late 1990's.

AEC's 1989 fuel cost was approximately $47.3 million of which $8.1 million was transportation cost. The $47.3 million represented 29% of AEC's operating cost in 1989 with transportation being 5%. With fuel and transportation expense making up such a large percent of AEC's operating cost, any change in this area has a significant affect on the cost of electrical energy to its members.

AEC supports the Corps of Engineers' budget request for $9.3 million for operation and maintenance funds for the Black Warrior-Tombigbee Waterway and the $5.5 million in construction funds for the replacement of the Oliver Lock. "Additional capability" funds sufficient to support the Corps continuation of the on-going channel efficiency work on the Black Warrior-Tombigbee Waterway is also supported by AEC.

Even though AEC does not use the Port of Mobile directly, it supports the Corps' budget request for operation, maintenance,

and construction funds to continue the deepening project at Mobile Harbor. The Port of Mobile has a very favorable impact on the economy of Alabama and the other states connected by the inland waterway system by providing an efficient seaport from which goods might be exported and imported.

Alabama Power Company
600 North 18th Street
Post Office Box 2641
Birmingham, Alabama 35291-0001
Telephone 205 250-2880

Bill M. Guthrie
Executive Vice President

Alabama Power
the southern electric system

February 21, 1990

The Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy and Water Development
House of Representatives
Washington, D. C. 20515

Dear Congressman Bevill:

The Warrior-Tombigbee Waterway is vital to the economic health of Alabama. The state's water transportation system must be efficient and well-maintained for the basic industries, such as mining and heavy metals, to provide a sound economic base for the state and for Alabama to enjoy economic growth.

Alabama Power Company's continued interest in the Warrior-Tombigbee Waterway is two-fold. First, our business is dependent on the general economic health of the state; and, second, we are a primary user of the waterway. For nearly three decades, we have used economical water transportation to deliver coal to two of our major electric-generating plants.

Four of Alabama Power Company's seven-fossil fueled, electric-generating plants are located on the Warrior-Tombigbee Waterway system. Coal from the Warrior coal field is delivered to two plants near the coal field and loaded into barges for shipment to two generating plants in the southern and central parts of Alabama. The 1,525-megawatt Plant Barry in Mobile County, which began operation in 1954, is supplied primarily by the Warrior-Tombigbee Waterway, as is the 500-megawatt Plant Greene County near Demopolis.

We are pleased that funds have been budgeted to continue construction of the new Oliver Lock. The pre-World War II Oliver Lock's capacity is inadequate, and this creates a bottleneck which impedes efficient operations on the river. Also, adequate funds for operation and maintenance must be made available to the Corps of Engineers to continue efficient operation of the waterway and to avoid expensive and unnecessary interruptions to river traffic.

Alabama Power Company received 4.69 million tons of coal in 1989 which were transported on the Warrior-Tombigbee Waterway. This represented 31 percent of the 14.9 million tons used to generate electricity for our customer's use. Failure to replace Oliver Lock or to properly maintain the waterway can have a significant adverse effect on the cost of providing electric service to Alabama Power Company's over 1,000,000 customers.

Alabama Power Company supports the collective efforts of the Warrior-Tombigbee Development Association, of which it is a member, to obtain the replacement of Oliver Lock and to obtain for the Corps of Engineers an adequate operations and maintenance budget which will insure the long-term efficient and economical viability of the waterway.

Sincerely,

Bill M. Guthrie

BMG:rva

STATEMENT OF

JOHN B. DUTTON, DIRECTOR

ALABAMA STATE DOCKS DEPARTMENT

ON BEHALF OF

THE WARRIOR-TOMBIGBEE WATERWAY

BEFORE

THE UNITED STATES HOUSE OF REPRESENTATIVES

SUBCOMMITTEE ON APPROPRIATIONS

FOR

ENERGY AND WATER DEVELOPMENT

HONORABLE TOM BEVILL, CHAIRMAN

WASHINGTON, D.C. - MARCH 1990

Mr. Chairman:

Alabama State Docks Department is again pleased to appear before this Committee on behalf of the Warrior-Tombigbee River System, and we thank the members of this Committee for your dedication in undertaking this important task.

This nation's inland waterway system is a true national asset with quantifiable benefits to the shippers, receivers, importers and exporters of our nation. This Committee over the years has done a most admirable job in greatly enhancing utilization of this tremendous national resource.

The Warrior-Tombigbee River System is one of the heavier utilized waterways in the United States, and its operation and maintenance are of vital importance to the State of Alabama and Alabama State Docks.

Alabama State Docks Department over the last ten years has engaged in a continuing program of renovation of its existing facilities and of new construction and expansion programs, investing in excess of $250 million. We have put into place at the Port of Mobile the newest and most technologically advanced deep-water cargo handling facilities in the United States. The Port of Mobile is at the southern terminus of shallow-draft navigation on the Warrior-Tombigbee River System, and we highly value the cargo generated by the waterway.

The Department's Bulk Handling operations at the Port of Mobile are vital to the whole Mid-America Region of the United States as well as the State of Alabama, and in concert with our Inland Waterway System, functions as an expedient and cost-effective means of shipping products produced and manufactured in the State of Alabama and in Mid-America into world markets.

In the early years, the Warrior-Tombigbee Waterway was the cost-effective catalyst for moving large volume coal shipments from the northern part of the State through the Department's McDuffie Terminal Coal facilities for export all over the world. In addition, shipments of grain move annually from inland elevators located on the Warrior-Tombigbee Waterway by barge to the Port of Mobile for subsequent export to consuming nations in the Far East and Europe.

The highly competitive posture of Alabama State Docks and the Port of Mobile is a direct result of the Port's enviable inland transportation infrastructure. Four major rail lines and one regional carrier serve the Port of Mobile; however, it is the State's inland river system that continually gives the Port its competitive edge in the world market.

The Warrior-Tombigbee provides a major transportation artery for large volume bulk shipments moving to and from the Port, and the Waterways continued operation and maintenance are of a vital importance to Alabama State Docks, the Port of Mobile and the State of Alabama.

We join with Offa S. Nichols, Jr., President of the Warrior-Tombigbee Development Association, in his testimony with respect to the Corps' Budget for Fiscal Year 1991 funding and support the Budget request for $9.3 million in operating and maintenance funds and $5.5 million in continued construction funds for the Black Warrior-Tombigbee and Oliver Lock. There is, however, a need indicated, and we do support additional funding to the Corps of Engineers capability in an amount sufficient to support continuation of ongoing work.

This River System constitutes an integral part in local, national and international trade, and we at Alabama State Docks Department fully support its continued growth and development.

AMERICAN
CAST IRON PIPE COMPANY

AMERICAN DUCTILE IRON PIPE
AMERICAN-DARLING VALVE
ACIPCO STEEL PRODUCTS
AMERICAN STEEL PIPE
SPECIFICATION RUBBER PRODUCTS
WATEROUS COMPANY

P. O. BOX 2727 • BIRMINGHAM, ALABAMA 35202-2727 • TEL: 205/325-7738 • TELECOPIER: 205/325-7782

VAN L. RICHEY
PRESIDENT AND CHIEF EXECUTIVE OFFICER

February 22, 1990

The Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy & Water Development
U.S. House of Representatives
Washington, D. C. 20515

Dear Representative Bevill:

I request your approval of the FY91 Corps of Engineers funding request for the Warrior-Tombigbee Waterway and the Port of Mobile. I believe that the $9.3 million for Operations and Maintenance Funds and the $5.5 million in construction funds for the Black Warrior-Tombigbee and Oliver Lock should be increased to provide for "additional capability" funds sufficient to support continuation of the on-going channel efficiency work. In addition, I also request your support for the O&M and Construction Funds needed to continue the deepening project at Mobile Harbor.

ACIPCO exports approximately 50,000 tons per year through the Port of Mobile. In previous years, we have shipped substantial export pipe tonnage by barge on the Warrior-Tombigbee Waterway. We expect to do so again in the future. The Warrior-Tombigbee is also important because of raw steel that is imported to Tuscaloosa Steel Corporation (with whom we are in partnership) which is one of our major suppliers of steel skelp with which we manufacture a superior quality steel pipe for oil and gas pipeline service. Finally, we are currently using the waterway for movements of steel skelp from Tuscaloosa to Port Birmingham for subsequent movement by rail into our Birmingham plant.

I will be most appreciative if the Subcommittee will afford Colonel Offa S. Nichols, Jr., President of the Warrior-Tombigbee Development Association, every consideration when he presents the Association's testimony. We, at ACIPCO, join in the collective effort to improve the efficiency and reliability of the Warrior-Tombigbee Waterway.

I look forward to your favorable decision regarding this most important project. With best regards.

Yours very truly,

Van L. Richey

VLR:eb

American Commercial Barge Line Company

5800 River Road
P. O. Box 23206
Harahan, Louisiana 70183

March 20, 1990

The Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy & Water Development
U. S. House of Representatives
Washington, D.C. 20515

Dear Mr. Bevill:

The Appropriations Committees of Congress are conducting hearings as to the monies needed to continue Corps of Engineers' capability for construction on our inland waterways system, as well as to continue needed maintenance and operational efficiencies. We strongly support the Corps' program of waterway development, as we believe the continued viability of our interstate transportation infrastructure is one of the most important functions of the Federal Government. It ties the regions of our country together, while it creates new job opportunities for many in regions which are economically deprived.

There are many deserving projects in the total system which must move forward. We totally support the recommendations for new construction priorities which are contained in the Inland Waterways Users Board report recently released. The report evaluates the navigational needs for the entire national system.

Our firm, American Commercial Barge Line Company, moved over 38 billion ton miles of freight in 1989. The main commodities we moved for our customers were coal, grain, liquid products, iron and steel as well as other bulk commodities. Being one of the larger inland waterway companies which operates throughout the entire river and canal system, we can well appreciate the worth of the nation that barging transportation provides.

On a more regional note, as I am the manager of our southern region, we fully support funding for the continued capability of the construction at the William B. Oliver Lock on the Warrior River. Additionally, we believe sufficient funding

should be made available to maintain and operate the waterway at a level which will not reduce operational efficiency. There is a question if adequate funds will be available in the present request from the Administration.

Although our company did not transport a lot of products on the Warrior-Tombigbee waterway in 1989, we do view it as an important artery to the integrated system. Most of the tonnage we did move was iron and steel products and some chemicals, important to the industrial development of the area. In recent past years, we moved a large amount of coal off the river to power plants in Mississippi providing low cost energy to the regional consumers. Due to plant requirements and contractual obligations, we did little in coal movement from the Warrior in 1989; however, we believe we may do more in the future.

In the 1988 drought, when sections of the Mississippi and the Lower Ohio River were shut off for lengthy periods of time, we did move a significant amount of tonnage over the Tennessee-Tombigbee system which was vital in keeping certain plants operating during very critical, national emergency periods.

Other projects which virtually affect our southern region and require acceleration of effort is the planning study for replacement of the Industrial Lock in New Orleans, the need to address the Sargent's Beach erosion problem in Texas before we lose the navigation capability of the Western section of the Gulf Intracoastal Waterway, and the need for a new start on the Olmsted Lock and Dam project at the lower end of the Ohio River to replace existing antiquated locks 52 and 53. Although not located in our southern region, over 87 million tons of freight move through this area, most of it originating or terminating in the Gulf Coast area.

We hope the foregoing will be useful in your deliberations. If you require any further information, we will be happy to supply it at any time.

Yours very truly,

Norman S. Ivey
Vice President and General Manager

NSI:jg

BUFFALO ROCK COMPANY

JAMES C. LEE JR.
CHAIRMAN OF THE BOARD
CHIEF EXECUTIVE OFFICER

P. O. BOX 10048 (35202) 111 OXMOOR ROAD (35209)
BIRMINGHAM, ALABAMA
(205) 942-3435

February 23, 1990

Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy & Waste Development
U. S. House of Representatives
Washington, D. C. 20515

Dear Sir:

Our company operates in the states of Alabama, Florida, and Georgia, and our headquarters are in Birmingham and one of our other operations is in Mobile, therefore, the Warrior-Tombigbee Waterway is most important to the economic wellbeing of the area that we work in.

Two of the most important reasons for the Waterway are that it helps to keep other transportation costs in line from a competitive angle and it adds much to the future economic development of the areas that we work, and we think the Waterway will continue to grow in usage in the decades ahead.

We certainly support the Corps' budget request for $9.3-million in O&M funds and $5.5-million in construction funds for the Black Warrior-Tombigbee and Oliver Lock. We also hope that you will add additional capability funds sufficient to support continuation of the ongoing channel efficiency work. We also support the Corps' budget request for O&M and construction funds to continue the deepening project at Mobile Harbor.

Thank you for your consideration for these important projects.

Yours truly,

James C. Lee, Jr.

JCLJr/ma

PEPSI-COLA – MOUNTAIN DEW – DR. PEPPER – SEVEN-UP – SUNKIST – GRAPICO – BUFFALO ROCK

CARGILL

1000 Hillcrest Road · Suite 222
Mobile, AL 36695
Mail Address: Box 161629
Mobile, AL 36616
205/633-8114

March 8, 1990

The Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy and Water Development
Washington, D.C. 20515

Dear Representative Bevill:

Cargill Marketing Co., Inc. is a Regional grain company operating country elevators in five Southern States. Two are barge loading facilities on the Warrior-Tombigbee Waterway and directly affected by the navigability of the system.

This system has provided reliable, low cost transportation to the surrounding agricultural production area. Grain production including corn, soybeans and soft red winter wheat moves into the export market through the Mobile Public Elevator.

We are interested in seeing this waterway maintained and upgraded. The testimony of Mr. Offa S. Nichols Jr., President of the Warrior-Tombigbee Development Association supports this position. We are in favor of the Corp's budget request for $9.3 million in operation and maintenance funding as well as the $5.5 million construction funding for the Black Warrior-Tombigbee and Oliver Lock.

Additional capability funding is needed, however, to support the continuation of the on-going channel efficiency work. The proposed O&M funding of $9.3 million is some $3 million under the current five year average. This is unacceptable and needs to be raised. The maintenance and improvement of this system effectively ties into the progress being made on the Mobile Harbor deepening project. We would also ask that you support the Corp's budget request for O&M and construction funds for the Mobile harbor deepening.

Thank you for your past support on these projects.

Sincerely,

CARGILL MARKETING CO., INC.

Bruce A. Weinard

Bruce A. Weinard, President

BAW/cnc

DRAVO BASIC MATERIALS COMPANY, INC.

P. O. Box 2068
Mobile, Alabama 36652
205 432-2651
A Dravo Company

SOUTHEASTERN DIVISION

March 27, 1990

The Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy & Water Development
U. S. House of Representatives
Washington, D. C. 20515

Dear Congressman Bevill:

The Warrior-Tombigbee Waterway along with the other waterways of the State of Alabama are invaluable links to a successful Port of Mobile and the economic growth in South Alabama. Offa S. Nichols, Jr., President of the Warrior-Tombigbee Development Association, will present testimony stressing the need for maintaining and enhancing the efficiency and reliability of the Warrior-Tombigbee System as well as the importance of low-cost, energy efficient water transportation to local, national and international trade. We fully support and endorse his testimony.

Dravo Basic Materials Company, Inc. is one of the leading producers of construction raw materials and aggregates on the Gulf Coast. We rely extensively on the waterways of Alabama, Florida, Louisiana, Mississippi and Texas for production and delivery of our products. In 1989 we transported via Alabama waterways in excess of 1,250,000 tons of sand and gravel. We also transported over 250,000 tons of limestone as well as significant quantities of other products. Our projections for 1990 are:

Sand and Gravel	1,500,000
Other	500,000

Dravo Basic Materials Company, Inc. operates a fleet of 23 boats, 85 barges and 7 dredges. We maintain a large terminal and handling facility on McDuffie Island in Mobile, Alabama in addition to numerous support facilities throughout South Alabama and the Gulf Coast.

The maintenance of authorized project dimensions is essential for the efficient, orderly production and delivery of materials throughout the waterway system. In order to provide this capability, it is imperative that the Army Corps of Engineers be provided with the appropriations necessary to continue the maintenance and development of the Warrior-Tombigbee Waterway System as requested, although we feel this budget request is presently inadequate and needs to be increased for fiscal year 1991.

Dravo

It is also requested that additional funds be provided to insure that the Corps has the capability and flexibility necessary to maintain the utilization of the Waterway System and Mobile Harbor. Additionally, the continued provision for funds to replace the outmoded Oliver Lock and Dam should not be overlooked.

We sincerely appreciate the Committee's faith in the future of the State of Alabama and welcome its continued support of these vital projects.

Very truly yours,

Leon M. Torbert, Jr.
Manager, Marine & Gravel
Operations

LMTJr:vr

STATEMENT OF JEROME DRUMMOND

DIRECTOR OF PORT OPERATIONS

PRESENTED TO

HONORABLE TOM BEVILL, CHAIRMAN

HOUSE SUBCOMMITTEE ON APPROPRIATIONS

FOR ENERGY & WATER DEVELOPMENT

HOUSE OF REPRESENTATIVES

WASHINGTON, D. C. 20515

P.O. Box 1885
Mobile, Alabama 36633
Telephone (205) 432-2971

Jerome Drummond
Director of Port Operations

DRUMMOND
COAL
SALES, INC.

The following is a statement in support of improving the efficiency and reliability of the Warrior-Tombigbee Waterway and the Port of Mobile.

Drummond Coal Company was founded in 1935 by Mr. Heman Drummond who developed his first mine underground near Sipsey, Alabama. It was a drift mine, angling into a hillside from which men dug and mules hauled the bituminous Appalachian coal. Many of Mr. Drummond's customers were local people who needed coal for home heat. As his sons grew up, they joined him and the family opened their first surface mine using small diesel shovels. Half a century has passed since Mr. Drummond produced his first ton of coal.

Today, Alabama is a major coal producing and exporting state. Drummond Coal Company is the largest surface coal producer, one of the largest coal exporters in the southeastern United States, and one of the top twenty non-captive bituminous coal producers in the nations. Drummond serves metallurgial, utility and specialty coal customers on four continents from mines in six counties in north central Alabama. Drummond Coal Company alone presently employs in excess of 4,500 people with an annual payroll of approximately $120,000,000.

About 90% of the state's coal productions, including most of Drummond's comes from the Warrior Field located in north central Alabama. The Warrior Field or Warrior Basin as it is also known, is a basin-like geological structure covering more than 3,500 square miles and underlying parts of Winston, Marion, Fayette, Tuscaloosa, Cullman, Blount, Jefferson and all of Walker County. The field is cut through by the Warrior River system which has led to development of mines using water transport.

Alabama's system of riverways offers water transport of national and international destinations via the McDuffie Coal Terminal at the year-round Port of Mobile on Alabama's Gulf Coast. Barging in Alabama is a particularly good way to move coal because of the extent of Alabama's waterways and because of the coal handling facilities available.

28-810 O - 90 - 2

Drummond ships this coal from five different coal loading facilities located at various points on the Warrior River system, two of which are company owned and operated. Drummond owns and operates a barge loading facility located at milepost 354 on the Warrior River in conjunction with its Kellerman mining operation. This barge loading facility handles about 1,400,000 tons of production at the Kellerman Mine and 3,000,000 tons of production for the Jim Walter Corporation. Another company owned barge loading facility is located at milepost 401.5 on the Locust Fork portion of the Warrior River in conjunction with Drummond's Short Creek operation. This barge loading facility has the potential to handle approximately 1,000,000 tons per year at Port Birmingham which is located at milepost 399 on the Warrior River.

Obviously, reliance upon Alabama's efficient system of waterways has been a very integral part of Drummond Coal Company's planning and operations to date. Availability of an economical and efficient mode of transportation is important to any industry in getting the product to market; however, because of the national and international markets for coal, efficient transportation modes are even more critically important to the coal industry.

We, at Drummond, urge your committees to support the proposed O & M money of $9.3 million for the BWT and the $5.5 million in construction funds for the Black Warrior-Tombigbee and Oliver Lock, but feel that this will be at a level that could be dangerously low to carry on the maintenance programs that we need so badly. We request additional capability funds sufficient to support continuation of the on-going channel efficiency work.

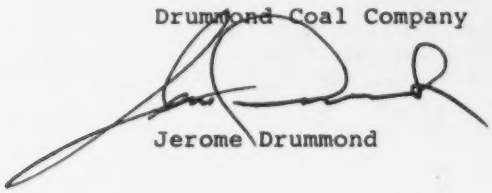
We also support continuing O & M and construction funds to continue deepening the harbor at the Port of Mobile.

By transporting its high quality coal product by an available and efficient waterway system, Drummond has been able to compete with other coal exporting nations in a successful manner and has contributed to reducing the current national trade deficit.

Drummond Coal Company is a member of the Warrior-Tombigbee Development Association. We strongly support the testimony given today by Mr. Offa S. Nichols, Jr., President of the Association, and heartily endorse the collective effort of the

Association to improve the efficiency and reliability of the Warrior-Tombigbee Waterway. Traffic on the waterway presently represents only a small percentage of the river's ultimate capacity; given the needed improvements to the Oliver Lock and a continued commitment to a federally constructed and maintained inland waterway system are granted. Certainly, the federal investment in the Warrior-Tombigbee River System has paid dividends many times over with the improved economic development in the area which the Warrior-Tombigbee River System serves.

Drummond Coal Company



Jerome Drummond

First Alabama Bank
Mobile
Post Office Box 2527
Mobile, Alabama 36622-0001

Sheldon L. Morgan
Senior Vice President

February 23, 1990

Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations for
Energy and Water Development
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill:

The Port of Mobile and the inland waterways serving it are major factors in the economy of Alabama and the U. S. Gulf Coast. The Warrior-Tombigbee Waterway is a vital factor in this respect. It serves the manufacturing, mining and the agricultural areas and industrial production facilities in western Alabama. The waterway has served as an economic stimulant for one hundred years, having been periodically improved until today, and is a modern system with one major exception, the Oliver Lock and Dam, which is now being replaced.

This waterway is currently handling most of the coal moving out of Mobile for export. Many basic materials move on this system and it is important that funds for an adequate Operations and Maintenance program be appropriated for the BWT. The amount proposed for BWT Operations & Maintenance is $9.3 million. The current 5-year average is $12.5 million, which is somewhat lower than the longer term average due to the absence of major flooding and shoaling during several of these years. However, to-date in this calendar year we have had record floods, which inevitably means greater shoaling and heavier maintenance. The $9.3 million is clearly inadequate and would probably not support the bare bones operations tasks. It would not allow the continuation of any of the on-going deficiency correction program. For example, actions underway for several years to improve dredging disposal and reduce shoaling would have to be discontinued or terminated. Continuation of these programs is critical to the efficiency and reliability of the navigation channel and to the reduction of future maintenance costs.

The budget proposes $5.5 million to continue the new Oliver Lock. Approval of this amount will support the Corps' proposed schedule to replace this dangerous and costly bottleneck. (The total amount needed is $5.5 million, one-half of which will be provided from the Inland Waterway Trust Fund.)

We support the Corps' budget request for $9.3 million in O&M funds and $5.5 million in construction funds for the Black Warrior-Tombigbee and Oliver Lock; and request "additional capability" funds sufficient to support an adequate O&M program and continuation of the on-going channel efficiency work.

In addition to the above request for the BWT we also ask the committee to fund the Corps' request for the Port of Mobile operational and maintenance and new construction.

We feel this is a valid investment by the Federal Government, and will continue to be matched many times over by local investment.

Sincerely,

Sheldon L. Morgan

SLM/ad

Gulf Power Company
500 Bayfront Parkway
Post Office Box 1151
Pensacola FL 32520-1151
Telephone 904 444-6383

Earl B. Parsons, Jr.
Vice President - Power Generation
and Transmission

the southern electric system

March 5, 1990

The Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy and Water Development
U. S. House of Representatives
Washington, D.C. 20515

Dear Representative Bevill:

Gulf Power Company is an investor-owned electric utility and a member of The Southern Company; we serve 285,641 customers in Northwest Florida. Our company utilizes coal for over 99 percent of its total generation requirements within Florida and consumes over 3 million tons per year for that purpose. Over 90 percent of our coal deliveries in Florida are dependent upon waterway transportation.

During the past three years, Gulf Power has moved approximately 1,248,000 tons of coal on both the Tennessee-Tombigbee and the Warrior-Tombigbee Waterways or through the Port of Mobile. In recent years, this tonnage has increased due to the drought that caused low water on the Mississippi-Ohio River system. The diversion of coal traffic to the Tenn-Tom reinforces its importance to us. The use of the Tenn-Tom has enabled Gulf Power to receive Midwestern coal with very little delay.

As you can see from Gulf's dependence on the Tennessee-Tombigbee and Warrior-Tombigbee Waterways and the Port of Mobile, we wholeheartedly support the need for adequate funding to properly maintain and improve operations. It is imperative that Gulf continue to receive waterborne coal shipments in order to provide continued reliable electric service at the most economical cost to our customers. We are also concerned about the future industrial growth in our service area and must be certain that adequate fuel supplies can be transported to our generating plants.

In summary, we are in full support of the efforts of the Warrior-Tombigbee Development Association to provide efficient and reliable waterway systems for coal delivery. We urge

Earl B. Parsons, Jr

you to approve the Corps' operating and maintenance budget request to provide adequate funds to maintain the Warrior-Tombigbee Waterway and the Mobile Harbor. We would urge you to approve more than the proposed $9.3 million which is substantially less than the average requirements over the past five years. Also, the continued funding of construction of the new Oliver Lock is a very important part of the Corps' budget request and must be approved.

We feel that it is not only in Gulf Power's interest to support the maintenance and improvement of these waterways, but also in the best interest of the customers of our service area and the nation. The capability to transport coal and other commodities via the Warrior-Tombigbee Waterway and the Port of Mobile is vital to the economy of our region.

Sincerely,

Earl B. Parsons Jr.

MLG/dr

TOW LINE BARGES, INC.
P.O. BOX 932
POINT CLEAR, AL 36564

March 1, 1990

Honorable Tom Bevill, Chairman
House Subcommitte on Appropriations for
Energy & Water Development
House of Representatives
Washington, D.C. 20510

Dear Congressman Bevill:

I would like to express my vehement support for funding of the Warrior-Tombigbee Waterway. Our company is a capable, efficient repair-yard which provides support for the many transportation activities which occur on this Waterway. In the past several years, we have been encouraged to see increasing use of the Warrior-Tombigbee Waterway, as well as increasing benefits to the Port of Mobile and the citizens of Mobile. This Waterway has provided our citizenry with jobs, as well as a renewed faith in the waterways transportation which is such a vital part of the American Heartland. Our company stands ready to continue growing along with the activities on this vital waterway.

While we support the Corps' of Engineers budget request of $9.3 million in Operations & Maintenance funds, we are highly concerned that this will not provide adequate funds for vital improvements which are needed to make the Warrior-Tombigbee Waterway attractive for increasing operations. We consider increased funds especially vital for the Warrior-Tombigbee Waterway during its infant years of establishing the viability of its usefulness. We would therefore like to request "additional capability" funds which can support the on-going efforts to improve the efficiency of our Waterway. If continued improvements to the Waterway are not provided, we are quite concerned that this will have a significantly negative impact upon the Port of Mobile and the Gulf Coast in general.

We sincerely appreciate the present budget proposal of $5.5 million to continue the new Oliver Lock, and we strongly support the appropriations of these funds to replace this

bottleneck in our Waterway. We strongly support your continued efforts to ensure this vital funding.

As a member of the Warrior-Tombigbee Development Association, I strongly support the testimony of our President, Offa S. Nichols, Jr. He has provided insightful, accurate, and fair representation for the interests of the Waterway, and we have tremendous confidence that his testimony will continue to reveal the needs of our Waterway to present and future congresses.

We sincerely thank you for your support of these matters, and we feel this support will be of benefit to the Warrior-Tombigbee Waterway, the Port of Mobile, and American commerce in general.

Sincerely,

William H. Harrison, III, Ph.D.

William H. Harrison, III, Ph.D.
President

WHH/cp

HUNT

HUNT REFINING COMPANY
Highway 14
Melvin, Alabama 36913

P.O. Box 211
Gilbertown, Alabama 36908
(205) 771-6953
Fax (205) 771-3127

February 23, 1990

The Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy & Water Development
U.S. House of Representatives
Washington, D. C. 20515

Dear Representative Bevill:

As a concerned user of the Warrior-Tombigbee Waterway, I would like to state my reasons for supporting this waterway.

Hunt Refining Company is a refinery that produces such products as all grades of gasoline, several types of asphalts, fuel oils and coke. We receive approximately 20,000 tons of crude oil per month and approximately 5,000 vacuum bottoms by barge. We receive approximately 3,000 tons on the MTBE line per month. We, in turn, barge out approximately 25,000 tons of crackerfeed per month. The above tonnage represents millions of dollars in revenue. Our dock facilities, which were first built in 1946, are located on the Black Warrior River, near the Oliver Lock and Dam.

We have just recently constructed an asphalt terminal in Decatur, Alabama. Beginning in June, we anticipate receiving approximately 6,000 tons of asphalt per month.

Our crucial reason for needing the waterway is that we make a product called "crackerfeed", named so because it is used in catalytic crackers. The only way we have of delivering this product is by the waterways. Fortunately, the refineries that we ship to are all over the intercoastal waterway.

With the opening of the Tennessee-Tombigbee Waterway, we anticipate the market in the North to open. We already move approximately 5,000 tons per month to the Northern U. S. This gives us an optimistic view of other job possibilities.

We also receive crude oil from international freighters; first offloaded in Mobile into storage tanks and then barged to our refinery.

In regard to the Port of Mobile, we would like to emphasize the draft limitations there and hope we can continue to have funding to allow us to offload out international freighters and move them in and out of Mobile in an economical and safe manner.

Page Two

We would like to indicate that we support the Corp's budget request for $9.3 million in BWT Operations and Maintenance funds and the $5.5 million in construction funds for the Black Warrior-Tombigbee and Oliver Lock. We also support the Corp's budget request for Operations & Maintenance and construction funds to continue the deepening project at Mobile Harbor. In addition, we would like to request "additional capability" funds sufficient to support continuation of the on-going channel efficiency work.

Thank you. I am,

Very truly yours,

HUNT REFINING COMPANY

G. A. Gilbert
Manager of Transportation

GAG/ars

Mississippi Power Company
2992 West Beach Boulevard
Post Office Box 4079
Gulfport, Mississippi 39502-4079
Telephone 601 865 5964

William K. Newman
Vice President
Power Generation and Delivery

the southern electric system

March 1, 1990

Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy & Water Development
U.S. House of Representatives
Washington, DC 20515

Dear Representative Bevill:

Colonel Offa S. Nichols, Jr., President of the Warrior-Tombigbee Development Association, is appearing before your Subcommittee in support of the Waterway and the Corps of Engineers' budget request relating to the project. As Vice President of Power Generation and Delivery at Mississippi Power Company, a user of the Waterway, I am writing in support of Colonel Nichols' testimony. I am also requesting consideration be given to increasing the proposed funding level to ensure both an adequate operation and maintenance program, and continuation of the channel efficiency work for the BWT.

The cost of fuel is the single largest operating expense Mississippi Power Company faces. Coal mined in the region served by the Warrior-Tombigbee Waterway provides us with a reliable, competitive source of fuel. Any deterioration of the reliability of the shipping along the Waterway would force the Company to higher cost suppliers.

Furthermore, the Warrior-Tombigbee is one of only two alternative waterways by which coal is delivered to our generating units. Should there be disruptions in the coal deliveries that normally come down the Mississippi River, the Warrior-Tombigbee would provide the only viable waterborne alternative for ensuring that adequate supplies of coal are delivered to Mississippi Power Company in a cost effective manner.

The Warrior-Tombigbee Waterway has played an important role since 1976 in the delivery of coal to Mississippi Power Company's facilities. In 1989, approximately 456,390 tons, or 14 percent, of our coal purchases were shipped over this Waterway.

Mississippi Power Company operates in Southeast Mississippi and provides electric service to over 175,000 customers. Our customers include several military installations, federal government agencies, and prime defense contractors.

Any deterioration in the ability to ship over this waterway, or an increase in our cost due to increased delays, would not only adversely affect all of these customers including federal installations, but would also impede future economic development in Southeast Mississippi.

Your favorable consideration of the testimony on behalf of the Warrior-Tombigbee Development Association will be greatly appreciated.

Sincerely,

W. K. Newman

kmj

Mobile Area Chamber of Commerce

Economic Development Department

March 13, 1990

The Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy & Water Development
U. S. House of Representatives
Washington, D.C. 20515

RE: **WARRIOR-TOMBIGBEE WATERWAY**

Dear Congressman Bevill:

This statement is presented on behalf of the over 3,200 business members of the Mobile Area Chamber of Commerce in support of the continued development of the Warrior-Tombigbee Waterway system, and the desperate need to increase the funding for the United States Army Corps of Engineers.

The Port of Mobile, one of the top 10 ports in the United States based on tonnage handled (export/import), is dependent on the extensive Alabama Waterways System. These waterways, including the Warrior-Tombigbee system, play a vital role in the movements of both domestic and international commerce. Over the years as the records will confirm, the Warrior-Tombigbee system has grown annually in the amount of tonnage handled, primarily bulk materials, including but not limited to coal, ores, petroleum products and other materials. The export of some of these commodities has assisted greatly in our balance of payments which continues to be a growing problem for our nation.

Based upon the vital role of this major waterway system to the southeast area, the State of Alabama and the Port of Mobile, we respectfully submit that the operations and maintenance budget of the Corps fiscal year 1991 is substantially lower than the fiscal year 1989 and the fiscal year 1990 requests. We also call your attention to the fact that it is also substantially below the average actual annual expenditures of some $12.5 million over the past five years. This is not adequate for an effective program for this vital waterway, nor does it allow continuation of other projects already under way which are designed to improve channel efficiency and reduce further costs.

P.O. Box 2187 • Mobile, Alabama 36652-2187 • 205/433-6951
Telex: 593121 • Cable: BESTDEAL

We wholeheartedly support the requested amount of $5.5 million for new construction work.

Sincerely,

John L. McCarron, Jr., Chairman
Port & Waterways Task Force

JLMC:vj

Parker Towing Company, Inc.

February 27, 1990

Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy & Water Development
House of Representatives
Washington, DC 20515

Honorable Mr. Bevill:

My name is Tim Parker, Jr. and I am President of Parker Towing Company.

I wholeheartedly endorse and support the testimony of Col. Offa Nichols, President of the Warrior-Tombigbee Waterway Development Association in its endeavors to improve the efficiency and reliability of the Warrior-Tombigbee Waterway.

The Warrior-Tombigbee Waterway and the Port of Mobile are not only consequential to my company and the industries we serve, but play a significant role in the economic stability and well being of the entire State of Alabama.

A substantial majority of the coal moved in the State of Alabama and exported through the Port of Mobile is transported on the Warrior-Tombigbee Waterway. On any given day, at any time of the day, barge load quantities of products such as steel, salt, coke, scrap iron, oil and chemical products, as well as agricultural products, are conveyed via the Warrior-Tombigbee Waterway.

In general, the spectrum of products that move daily along the Warrior-Tombigbee Waterway readily points to the obvious and prevailing economic impact that the Warrior-Tombigbee Waterway has on business in Alabama.

Without a well maintained Warrior-Tombigbee Waterway, any drought situation along the Mississippi River, as we found just two (2) summers ago, would be devastating, and many shippers and receivers would lay in ruin.

P. O. Box 020908 • Tuscaloosa, Alabama 35402-0908 • 205-349-1677 • FAX 205-758-0061

As a member of the Warrior-Tombigbee Development Association, I emphatically support the United States Corp of Engineers Operations and Maintenance (O & M) budget request and their Construction Budget request for the Black Warrior-Tombigbee, Oliver Lock and Mobile Harbor. I respectfully request that additional capability funds should be readily available to secure the success and continuation of the on going channel improvement program.

Proper and adequate funding of the O & M channel improvement and construction will lead to a competitive barge transportation industry for Alabama and Alabama shippers. Anything that we can do to make these Alabama shippers more competitive will lead to increased activity within our region's industry and along with increased activity, employment will surely increase as well.

Sincerely,

Tim Parker, Jr.
President

TPJ/b

South Central Bell

Michael P. Harbin
Manager-Economic Development

P.O. Box 2662
Birmingham, Alabama 35202
Phone (205) 972-2415

March 6, 1990

The Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy & Water Development
U. S. House of Representatives
Washington, D. C. 20515

Dear Congressman Bevill:

The state of the United States economy as a whole and Alabama in particular, has a direct impact on the overall well-being of South Central Bell. The positive impact of events and/or projects on the economy of Alabama is of major interest to South Central Bell. The Warrior-Tombigbee Waterway and the Port of Mobile are two such projects.

Their impact in generating new business and expanding existing business helps to spur economic growth from one end of our state to the other. This economic impact helps to delay our need for rate relief from Alabama ratepayers and in general creates a greater quality of life for all Alabamians.

We support the efforts of the Warrior-Tombigbee Development Association and its President, Offa Nichols, Jr., because we believe their efforts will lead to long-term benefits in the areas of energy conservation and international trade within the United States.

I would also like to lend my support to the Corps' of Engineers' request for adequate funding for the operation and maintenance of the waterways and ports.

I know the Association can count on your support in this matter.

Very truly yours,

Michael P. Harbin

Southern Company Services, Inc.
800 Shades Creek Parkway
Post Office Box 2625
Birmingham, Alabama 35202
Telephone (205) 870-6644

Robert G. Dawson
Vice President

the southern electric system

March 1, 1990

The Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
For Energy and Water Development
House of Representatives
Washington, DC 20515

Dear Congressman Bevill:

On behalf of Alabama Power Company, Gulf Power Company, and Mississippi Power Company I am writing to convey our support for the Warrior-Tombigbee Development Association and its president in their efforts before your committee. Because of the importance of the Warrior-Tombigbee Waterway to local, national, and international trade, the Southern electric system joins with the Warrior-Tombigbee Development Association in an effort to improve the efficiency and reliability of the Warrior-Tombigbee Waterway.

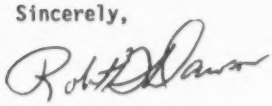
For the past 25 years, Alabama Power Company, Gulf Power Company, and Mississippi Power Company have used the Warrior-Tombigbee to transport coal to their respective electrical generating plants at Demopolis, Alabama; Mobile, Alabama; Pensacola, Florida; Panama City, Florida; Sneads, Florida; and Biloxi, Mississippi. In 1989 approximately 4.7 million tons of coal were transported from points along the Warrior-Tombigbee Waterway for these three utilities. We continue to receive tonnage off the Warrior-Tombigbee Waterway that has previously gone down the Mississippi River through New Orleans. The Warrior-Tombigbee Waterway allows these barges to move down the Warrior-Tombigbee River and through Mobile. The significant importance of this capability to our system was obvious during the record drought conditions of 1988. Had it not been for the Warrior-Tombigbee Waterway, some of our Gulf Coast plants could have experienced severe fuel shortages. Additionally, the Port of Mobile is the hub of the Central Gulf Coast and the continued development of its facilities and support services is critical to the economy of the tri-state area served by the Southern electric system.

Alabama Power Company, Gulf Power Company, and Mississippi Power Company utilize water transportation because of the economic advantage to our millions of customers. Any expenditures for maintenance or upgrading which improve the efficiency and reliability of the waterway will have a positive impact on our customers. At the same time, higher cost resulting from inefficiency or the unreliability of the Warrior-Tombigbee Waterway will have a direct and adverse effect upon our customers.

It is imperative that there be a continuous program for maintenance and upgrading of the Warrior-Tombigbee Waterway channels and locks. The proposed budget request for $9.3 million in Operations and Maintenance funds for the Black Warrior-Tombigbee River is substantially less than the fiscal year 1989 and fiscal year 1990 requests. It is also well below the average actual annual expenditures of some $12.5 million over the past five years. This level of funding is not adequate for an effective program for the Waterway, nor does it undergird several projects underway which are designed to improve channel efficiency. It is essential that this work be funded at a higher level. The amount proposed for new construction appears to be adequate to continue work on schedule for the New Oliver Lock. The requested amount is $5.5 million. It is interesting to note that funding requirements for fiscal year 1992 are projected at $10 million and for fiscal year 1993 at $11.5 million.

Adquate funding of programs required to maintain the efficiency and reliability of our nations's waterways is critical to its superior economic health and welfare. I strongly urge and solicit your support.

Sincerely,



/ch

cc: Southern Company Services, Inc.
J. F. Billingsley
T. M. Collins
J. E. McIntosh
H. T. Swindle

SouthTrust Bank
of Alabama, N.A.
P.O. Box 2554
Birmingham, Alabama 35290
(205) 254-5351

Donald S. Lundy
Executive Vice President

March 2, 1990

The Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations for
Energy and Water Development
United States House of Representatives
Washington, D.C. 20515

RE: Fiscal Year 1991 Corps' of Engineers Funding for Warrior-Tombigbee Waterway and Port of Mobile

Dear Chairman Bevill:

As a director of Warrior-Tombigbee Development Association, Executive Vice President of SouthTrust Bank of Alabama and as a private citizen, I have felt a duty each year at this time to write to you regarding the annual budgetary issues involving the Waterway.

Each year, we need your help in reenforcing the need for appropriate funding to maintain and improve this wonderful tribute to engineering excellence which has forever changed the lives and economic potential of our great state. As a commercial banker in an organization which has business interests throughout Alabama, as well as the Southeast (including Mobile), I can assure you the continuity of this transportation system is essential to our fiscal health since many of our clients directly or indirectly benefit from the Waterway.

From studying the materials provided me it appears the operations and maintenance budget for the coming year falls far short of the average for the last five years. Efficiency and reliability of the navigation channel is at stake and under-funding the maintenance of this low cost, energy efficient transportation alternative could be financial short sightedness. So much of the tax payer's money has been invested in this fine system that it would frankly be an injustice to allow it to deteriorate.

The Congress has been very generous to Alabama and the Southeast for which we are extremely grateful. But as I've said in the past, the Warrior-Tombigbee Waterway is a National Asset benefitting many Americans.

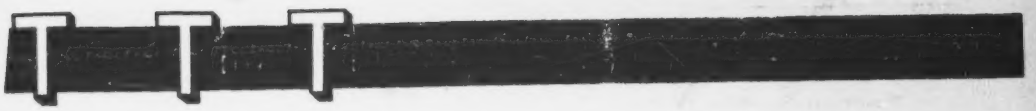
Please help keep attention focused at the highest levels on providing appropriate maintenance and operating funds to ensure this treasure remains valuable to us all.

Best regards.

Sincerely,

Donald S. Lundy
Executive Vice President

/rrd



POST OFFICE BOX 2826
11 GOVERNMENT STREET
MOBILE, ALABAMA 36652
TELEPHONE (205) 433-7800
FAX (205) 432-8350

March 2, 1990

Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy & Water Development
U. S. House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill:

As a member and director of the Warrior-Tombigbee Development Association as well as a regular user of the Warrior-Tombigbee Waterway, we wholeheartedly support the testimony of the President of the Warrior-Tombigbee Development Association, Offa S. Nichols, Jr.

We primarily move petroleum products on the waterway and also operate two petroleum terminals in the Mobile area. Without the proper funding of the Operations and Maintenance program of the Corps of Engineers it would be impossible for this area to compete with other operations on the Gulf Coast.

We feel that the amount proposed for new construction may be adequate, but we are greatly concerned about the proposed $9.3 million for BWT Operations and Annual Maintenance. This amount is substantially below last year and even lower than the average for the past five (5) years. With all of the flooding we have had during the past several months, this amount is not adequate for the continuation of the on-going deficiency correction program which is so vital to navigation.

At the present time, we utilize the entire length of the Warrior-Tombigbee and work daily in and around the Port of Mobile. Without the constant operations and maintenance performed by the U.S. Corps of Engineers, it would not be possible for the barge traffic industry to continue to grow and provide this country with the most economical and energy efficient mode of transportation available today.

We appreciate the opportunity of expressing our views on the Warrior-Tombigbee Waterway System and the Port of Mobile and want to thank you for your cooperation in the past and continued interest for the future of all waterways in our nation.

Yours very truly,

R. A. Guthans
President

RAG/ftc

Thompson CAT

Thompson Tractor Company

March 6, 1990

The Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy & Water Development
U. S. House of Representatives
Washington, D. C. 20515

Dear Mr. Bevill:

Thompson Tractor Co., Inc. is the authorized Caterpillar dealer for the state of Alabama and the ten counties of Northwest Florida. Our company of 750 employees is dedicated to the sale and service of the full line of Caterpillar equipment, lift trucks and engines.

Our products are found in every industry having materials to be moved: coal, forest products, sand and gravel, grain, chemicals, and manufactured goods. The Warrior-Tombigbee Waterway is of vital importance to Thompson Tractor Co. and to our customers. Two of the major markets we serve, coal and pulp and paper, rely heavily on an efficient water transportation system.

Thompson Tractor Co. supports the Corps of Engineers budget request for $9.3 million for Operations and Maintenance funds and the $5.5 million in construction funds for Black Warrior-Tombigbee and Oliver Lock. It is also extremely important that "additional capability" funds be made available for the continuation of the on-going channel efficiency work and deepening project at Mobile Harbor.

The efficiency and reliability of Alabama's water transportation system must be improved. Thompson Tractor Co. supports the March 27, 1990 testimony of the Warrior-Tombigbee Development Association and pledge our support to the success of this critical waterway.

Sincerely,

Michael D. Thompson
President

MDT/sh

2401 Pinson Hwy. • Box 10367 • Birmingham, AL 35202
(205) 841-8601

Birmingham • Anniston/Oxford • Auburn/Opelika
Dothan • Grove Hill • Huntsville/Decatur
Mobile • Montgomery • Tuscaloosa • Tuscumbia
Crestview, FL • Marianna, FL

TUSCALOOSA
STEEL CORPORATION

March 16, 1990

Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy & Water Development
U.S. House of Representatives
Washington, D.C. 20510

Dear Sirs:

Tuscaloosa Steel Corporation began operations, at a Black Warrior Riverfront Site, in October, 1985. TSC's design was to produce high quality hot rolled steel coils and plate in a technologically advanced, low cost plant, in direct competition with foreign and domestic procedures. A major factor in the decision to locate in Tuscaloosa, Alabama was the port facilities in Mobile for unloading high quality, domestically unavailable, semi-finished feedstock and The Warrior-Tombigbee River System for the low cost transportation of finished product.

Since then, TSC's growth and our use of the port and river system has continued to expand and grow. TSC has imported through Mobile 1,200,521 net tons of slabs and has exported approximately 60,000 net tons of finished product to Europe and Japan. The Warrior-Tombigbee System is not merely an alternate transportation but is the only way TSC can survive and continue our growth.

Our domestic customers also continue to require timely low cost river transportation. Our barge shipping facility has handled approximately 400,000 net tons of domestic shipping on the system.

TSC is pleased tht $5.5 million is proposed for the new construction of the Oliver Lock project, which will improve our capabilities. However, this element of positive growth is offset by an inadequate $9.3 million for operations and maintenance. A shiny, new lock without a river to support it is folly. TSC urges that the proposed budget be increased to continue projects critical to river operation. TSC also requests the approval of "additional capability" funding to the extent possible.

1700 Holt Road • Tuscaloosa, Alabama 35404-1046 • (205) 556-1310 • Office FAX (205) 556-1482 • Sales FAX (205) 556-1476

TUSCALOOSA STEEL CORPORATION

TSC also supports the funding proposed for the Mobile Harbor deepening project as our operations have been limited due to vessel draft restrictions.

Tuscaloosa Steel has demonstrated its ability to compete with imported steel over the past four years. TSC shipments doubled in 1988 and are expected to increase again in 1989. TSC employment has increased from 37 to 200. TSC expenditures have had a significant regional financial impact. Also, since steel is a "basic", the availability of our unique product has spawned related manufacturing consumer industries.

It is obvious that TSC depends on our waterways and port facilities and they are critical to the economy, the Corporation, and our employees. TSC has found that the American worker is second to none provided he has the right tools. The Mobile-Warrior-Tombigbee System is a major tool. Do not handicap these efforts.

We regret that we are unable to attend the committee meetings at this time and support the testimony of the Warrior-Tombigbee Development Association. Make Alabama's River System into the tool it needs to be for future growth.

Sincerely,
TUSCALOOSA STEEL CORPORATION

Michael D. Austin
President

MDA/rvk

DAVID VOLKERT & ASSOCIATES, INC.

Engineers • Architects • Planners

March 1, 1990

The Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy & Water Development
U.S. House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill:

David Volkert & Associates, Inc. (DV&A) is a large engineering/architectural/planning firm which employs over 200 people and maintains Alabama offices in Birmingham and Mobile.

DV&A supports the FY91 Corps of Engineers' funding for the Warrior-Tombigbee and the Port of Mobile. Specifically, we support the Corps' budget request for $9.3 million in Operations and Maintenance fund and $5.5 million in construction funds for the Black Warrior-Tombigbee and Oliver Lock.

We request additional funds be appropriated to support the continuation of the on-going channel efficiency work and the deepening project at Mobile Harbor. Mobile's economy would greatly benefit by utilizing the Port of Mobile to its greatest potential.

We are aware of the importance of the Warrior-Tombigbee Waterway to Mobile and to our nation as a whole. Since Mobile's largest industry is its port, the further development of this Waterway would not only add to Mobile's commerce and industry, fueling monies into its economy and providing needed jobs for its people, but would also improve the efficiency and reliability of the Warrior-Tombigbee Waterway and the Port of Mobile. This improved capability and reliability would allow for lower operating costs, higher energy efficiency, and added importance to local, national and international trade.

Confidence in the Waterway and its efficiency and modernization are important in bringing much needed new industry to Mobile. Lower operating costs to users of the Waterway and Port of Mobile are essential to obtain a reasonable balance of the international export market allowing the U.S. to reduce our trade deficit. Increases in shipping and commerce result in opportunities for many companies, similar to DV&A, to obtain business and offer meaningful employment to citizens of the State of Alabama and other parts of the U.S.

P. O. Box 7434 • Mobile, AL 36607 • 3809 Moffett Road 36618 • (205) 342-1070 • Telex 315987 • Fax (205) 342-7962

Metropolitan Washington, D.C. Miami, FL New Orleans, LA Birmingham, AL Tampa, FL Ft. Walton Beach, FL

The Honorable Tom Bevill
March 1, 1990
Page Two

DV&A appreciates the opportunity to express our support of Col. Nichols, President of the Warrior-Tombigbee Development Associaton, and the testimony to be given by him before the Appropriations Committees of the Senate and House. We are proud to join in the collective effort to improve the efficiency and reliability of the Warrior-Tombigbee Waterway and the Port of Mobile.

Sincerely,

T. Keith King

T. Keith King, P.E.
President and
Chief Executive Officer

/jvl

Jim Walter resources, inc.
MINING DIVISION • BROOKWOOD, ALABAMA

William Carr
President

February 21, 1990

Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations for
Energy and Water Development
U. S. House of Representatives
Washington, D.C. 20515

Dear Mr. Bevill:

I would like to thank you for the opportunity to make a statement to your Subcommittee. Please accept this letter as my statement.

The Mining Division of Jim Walter Resources, Inc. mines over 9 million clean tons of coal per year. Of that amount, nearly 65% of our production is exported. Approximately half of our export production travels down the Warrior River and all of our export production goes through the Port of Mobile. Our payroll for 2,825 employees last year was in excess of $102,000,000 and taxes withheld and/or paid were in excess of $37,000,000. It is obvious from these facts and figures that this Company relies heavily on our waterways and port facilities and that they are of the utmost importance to this Company, its employees and the economy of the State of Alabama.

I strongly support the Corps' of Engineers budget request for at least $9.3 Million in Operations & Maintenance funds and $5.5 Million in construction funds for the Black Warrior-Tombigbee and Oliver Lock. Our waterways and port facilities provide economic prosperity to Alabama that is worthy of your support. Further, I support the statements and testimony to be given by Mr. Offa S. Nichols, Jr., President of the Warrior-Tombigbee Development Association. I believe that the value of improved efficiency and reliability of the Warrior-Tombigbee Waterway and Port of Mobile cannot and must not be underestimated.

Consequently, I urge you to consider increasing the proposed appropriation for Warrior-Tombigbee Waterway operations and maintenance. The amount currently proposed is inadequate to allow additional

P.O. Box 830079 • Birmingham, Alabama 35283-0079 • Telephone (205) 556-6000

capability for ongoing channel deficiency corrections. An appropriation at this level threatens both the efficiency and reliability of our waterways.

The world coal business is at its most competitive level in history. News of any problems, especially transportation and delivery problems, is quickly spread by other coal producers around the world to the buyers to discourage purchases here. A blemish on our delivery record can have devastating, long-term effects from which we might never fully recover. Buyers lost today may never return tomorrow.

Again, thank you for this opportunity to give my comments on this very important matter.

Yours very truly,

WC/bl

WARRIOR & GULF NAVIGATION COMPANY

P.O. BOX 397

CHICKASAW, ALABAMA 36611

N.J. BARCHIE, JR.
PRESIDENT

February 26, 1990

The Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy & Water Development
House of Representatives
Washington, D.C. 20515

Dear Mr. Chairman:

I am Nicholas J. Barchie, Jr., President of Warrior & Gulf Navigation Company, and the newly elected Chairman of the Warrior-Tombigbee Development Association. Our company is a member of the Warrior-Tombigbee Development Association and thereby supports the testimony to be presented by Mr. Offa Nichols as President of the Association. In the subsequent paragraphs, we wish to address the extreme importance the Warrior-Tombigbee Waterway and the Port of Mobile contribute to success of our company.

Warrior & Gulf Navigation joins in a collective effort to improve the efficiency and reliability of the Warrior-Tombigbee Waterway due to lower costs, energy efficiency, and the major importance it has on domestic and international trade; e.g. low transportation costs via water is imperative to the coal producers, steel producers; farmers and forest products companies in Alabama to maintain competitive prices in the world market in the movement of their coal, grain, steel, logs and wood chips.

Warrior & Gulf is a barge line located in Chickasaw, Alabama, and owns 27 towboats and 295 barges making us one of the largest water carriers operating on the BWT system. With our current equipment ownership our annual capacity is approximately 10,000,000 tons. Additionally, we operate one barge drydock, a coal handling and iron ore facility at Port Birmingham; one barge drydock and one boat drydock at our Chickasaw facilities; and, a wholly owned subsidiary of Warrior & Gulf, Mobile River Terminal, is another bulk terminal handling various cargoes from and to ocean-going vessels in the Port of Mobile. Our total employment is approximately 300 people.

Warrior & Gulf provides barge transportation on the BWT System for coal (domestic and export), iron ore, iron and steel products (export, import and domestic), scrap, gypsum, wood chips, and many other types of bulk commodities. With the continued success of the new steel mill at Tuscaloosa, along with the pipe mill and the new continuous caster at Fairfield, Alabama, we contemplate further increases to materialize in our steel, iron ore and coal shipments; thereby, requiring an efficient and properly maintained waterway along with the Port of Mobile most important to WGN in our on-going efforts to satisfy the increased demand. Moreover, we cannot afford to ignore the mutual benefits which will be certainly realized from continued commitments to private industry connected with the waterway. To encourage economic development along this magnificent waterway

we must renew our efforts to ensure that this viable, low cost transportation alternative remains in tact. The continued efficiency of this waterway is critical to the viability of these new industries.

Warrior & Gulf began using the Warrior-Tombigbee Waterway in 1940. During 1985, our capital investment for new equipment approximated $2,000,000; in 1986, $2,100,000; and, in 1988 and 1989, $9,000,000, each of these two years; in order for our company to continue providing economic water transportation to its many customers along this waterway.

With regard to construction funding the budget proposes $5.5 million to continue the new Oliver Lock construction. Approval of this amount is very critical to the timely and efficient contract placement to remove this dangerous and costly bottleneck, and, to support the Corps' proposed schedule to replace this antiquated lock.

Historically, our shoaling problem varies greatly from year to year dependent upon the length of our high water season (December - April) and the amount of flooding that occurs. Accordingly, the proposed amount for the Warrior-Tombigbee System's Operations & Maintenance is $9.3 million. The 5 year average is $12.5 million, which is somewhat lower than the longer term average due to the absence of major flooding and shoaling over the past several years. The $9.3 million is clearly inadequate and would probably not support the bare bones operation tasks. It would not allow for the continuation of any of the on-going channel deficiency correction program. For example, actions that have been underway for several years to improve dredging disposal and reduce shoaling would have to be discontinued or terminated. Continuation of these programs are very critical to the efficiency and reliability of the navigation channel and to the reduction of future maintenance costs. Simply stated, we need the "additional capability" funding as the Corps' budget request is presently inadequate and needs to be increased.

We might add, unlike the past few years the '89-'90 season has experienced record flooding for a prolonged period, thus, requiring the operators to run the locks and dams in order to continue navigation. Accordingly, we can anticipate the shoaling on the BWT System this summer to become a major problem to navigation and require more dredging to clear up bottlenecks than have been experienced over the last several years.

In closing, we wish to confirm our support for the Corps' budget request for $9.3 million in O&M for the Black Warrior-Tombigbee System and $5.5 million for construction funds to continue the new Oliver Lock; however, we strongly suggest additional funds be made available to ensure both an adequate O&M program and continuation of the channel improvement work on the BWT. Additionally, we support the Corps' budget for O&M and construction funds to continue the deepening project at Mobile Harbor.

We respectfully request your continued support and assistance as your subcommittee considers appropriation of funds for these very important issues concerning the Black Warrior-Tombigbee System and Mobile Harbor.

Very truly yours,

N. J. BARCHIE, JR.

sh

Mr. BEVILL. You certainly have been doing a great job. Are there any questions?

Mrs. BOGGS. I have no questions, but I would like to add my commendations to the Chairman's for the remarkable job you have been doing. I am very pleased that President Bush seems to be pushing this sort of rural development initiative that President Carter had pushed at one time when the Tombigbee was entering into its final stages of development. I am sure that will be a great boost to the whole waterway system as well.

Mr. NICHOLS. One of the great things happening in the area of forest products is the appetite for wood products is increasing dramatically. They need a longer reach. The waterway system in Alabama, particularly now with the Tenn-Tom link, gives them that long link. It isn't efficient until you are moving things 200, 300, 400 miles.

They can now come up the Tombigbee in the Tenn-Tom and get into the Tennessee area and have access to all kinds of forest products that before they didn't have reasonable access to. It makes a big difference.

Mrs. BOGGS. Thank you, Mr. Chairman.

Mr. BEVILL. Thank you very much, Colonel Nichols for your presentation. I also have a letter from Governor Hunt, which I will have inserted in the record.

[The letter from Governor Guy Hunt of Alabama follows:]

STATE OF ALABAMA
GOVERNOR'S OFFICE
MONTGOMERY 36130

GUY HUNT
GOVERNOR

March 27, 1990

The Honorable Tom Bevill, Chairman
Subcommittee on Appropriations for
Energy and Water Development
United States House of Representatives
Washington, D. C. 20515

Dear Mr. Chairman:

Once again, it is a pleasure to join with the members and friends of the Warrior-Tombigbee Development Association to participate before this Subcommittee in support of continued federal funding of the federal water resources projects on the Black Warrior and Tombigbee rivers.

The Association has been instrumental in the continued success of the inland waterways, not only the Warrior-Tombigbee River waterway, but support of the national inland waterway system.

I support your consideration of the request of the Warrior-Tombigbee Development Association. Specifically, we support the level of funding necessary to provide for the continued full operation and maintenance of the Warrior-Tombigbee Rivers navigation channel. In addition, I join with the Association in requesting your support for an orderly continuation of ongoing activities of the Corps of Engineers to address long-standing deficiencies of the system including adequate dredge materials disposal areas.

It is our understanding that the proposed funding for continued construction of the replacement of the Oliver Lock and Dam will be adequate for a timely completion of the project.

I would also suggest that your Subcommittee undertake an evaluation of the criteria being used by the Corps of Engineers under the Water Supply Act of 1958 for reallocation of federal reservoirs from the specific Congressional authorizations -- especially, the procedure to determine the "significance" of reallocations on project purposes. In addition, determine if it was the intent of Congress under this Act to delegate to the Corps of Engineers authority to change project purposes without specific Congressional action.

I would like to take this opportunity again this year to request your continued support for adequate funding of Section 22, under Public Law 93-251, which authorizes the Corps of Engineers to provide technical planning support to Alabama.

Last year, I reported to you on the creation of the Alabama Water Resources Study Commission. They are currently in the process of developing recommendations on the future direction of Alabama's water resource activities. I am confident they will address the need for an even closer partnership between the state and federal governments and water resource development, to the benefit of Alabama and the Nation.

I thank you for your continued personal support of the water resource development and the wise utilization of our natural resources.

Sincerely,

Guy Hunt

Guy Hunt

TUESDAY, MARCH 27, 1990.

OTTAWA RIVER HARBOR AT MICHIGAN AND OHIO

WITNESS

HON. MARCY KAPTUR, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF OHIO

Mr. BEVILL. We now have several Members of Congress here. I am going to recognize them as they come in, because they have their own committee meetings going on, and they have to be there.

Now we have our friend and colleague, Marcy Kaptur of Ohio. We will be glad to hear from you, Marcy.

Ms. KAPTUR. Thank you, Mr. Chairman, and members of the committee, Congresswoman Boggs, Congressman Thomas. It is always a pleasure to appear before you, and I notice you have a full agenda this morning, and I would ask unanimous consent that my full remarks be placed in the record.

Mr. BEVILL. Without objection, your entire statement will be placed in the record.

Ms. KAPTUR. First, I wish to thank you very much for your assistance in past years on the Maumee Bay State Park erosion control project, as well as the flood control project. Proceeding along without this committee's leadership and assistance, we would be continuing to erode at 15 feet a year along the southern rim of Lake Erie.

So, we are most appreciative for that. This morning, I basically have a request that would ask for $200,000 to update an original study on a project called the Ottawa River Harbor at Michigan and Ohio. Basically, this is a project that I will go into in a second. It gets rather complicated.

The Ottawa River is one of two major rivers which flows into the Maumee River, which then flows into Lake Erie. It was originally authorized as an eligible project for 50 percent funding participation back in 1970 under the provisions of the 1965 Flood and Control Act.

It provided for dredging channels, one that was a 6-foot channel on one lake and an additional 8-foot channel that would go out to Leadership Canal. The total distance is a distance of about 6 miles. The project was deauthorized and that deauthorization process was set in motion through the Water Resources Development Act of 1986, because our local community had not obligated any funds to this project during that period.

As you know, I come from a part of the country where the recession hit hard back in the 1980s, and our revenues went down in the city treasury, et cetera. What happened was the Army Corps of Engineers had put the project on hold because the State and local government had not been able to come up with the money.

This also involves the State of Michigan, by the way, because it is in that watershed area, and affects John Dingell's district equally. In those days, the project was estimated at about $5 million, half of which would have had to have come from the local community improvement budget, or the State.

Now, in 1987, the last estimate we have, says that it would cost about $10 million, so it would require a $5 million share from our local government. Since the City of Toledo in my district is the largest population area that would benefit, they would be the ones that would have to come up with most of the money and be the local sponsor.

So, they have through their Division of Streets, Bridges and Harbors, indicated that in their 5-year plan, they are asking for $1.25 million to be allocated for the project in each of the years 1993 and 1994. They are looking for additional matching funds from the State of Ohio and the State of Michigan as well as some of the boating clubs that exist in the area.

We have received thousands of letters from constituents along this tributary, because if you recall, as a result of the passage of the Clean Water Act, Lake Erie is becoming much cleaner. We are about halfway finished with the job. Our fishing industry has just blossomed, including charter boats not just from our area but Cleveland, Detroit.

We are the walleye capital of the world again, and getting visitors from all over the world. The area is just awash in boats and so forth. This channel is particularly troubled because of its shallow depth.

So, there are a lot of industries, a lot of boaters, a lot of pleasure craft as well that are looking for this channel to be cleaned. Assuming that it is and this is able to be authorized by removing the bottom materials that are considered toxic because of the substances, metals and so forth that have been deposited over the years, we think that the project would also contribute to cleaning up this area, which is one of the 42 remedial action plan areas in the agreement that we have between the United States and Canada.

It is a polluter into the lake. So, I wanted to request the committee's favorable acceptance of this project, and also mention that back on March 7, I testified before the Public Works Committee and requested that this project be reauthorized in the 1990 Water Resources Development Act. In effect by doing this, the provisions of the 1986 Act which deauthorized this project would effectively be negated for this project.

I have consulted with the Corps of Engineers as to the appropriate steps to be taken when a project has been deauthorized. Updating the original 1976 study is necessary to initiate action on this project and prepare for construction. So that is basically it. I thank you, Mr. Chairman, and members of the committee for your attention.

Mr. BEVILL. Thank you for your fine presentation. We will certainly work with you and do the best we can.

[The statement of Hon. Marcy Kaptur follows:]

OTTAWA RIVER DREDGING WATER PROJECT
ENERGY AND WATER SUBCOMMITTEE

Testimony
The Honorable Marcy Kaptur
March 27, 1990

Thank you, Mr. Chairman and (Committee Members present) for the opportunity to testify before you today. I would like to discuss, Mr. Chairman, a project known as "Ottawa River Harbor at Michigan and Ohio."

The Ottawa River project, authorized as an eligible project for 50% federal funding participation on December 17, 1970 under provisions of the 1965 Flood and Control Act, allowed for dredging a six-foot channel from Suder Avenue to the tip of the Lost Peninsula in Michigan, and an eight foot channel from there to the Toledo ship channel, a total distance of nearly six miles.

The deauthorization process was set in motion through the Water Resources Development Act of 1986. This Act called for deauthorization of projects that have not had funds obligated to them for a period of ten years.

In 1977 the Army Corps of Engineers put the Ottawa River dredging project on hold based on notification from the Ohio Department of Natural Resources and the Michigan Department of Natural Resources that the local share of funds for the project, approximately $2.5 million (one-half the total cost of the project), could not be appropriated. By 1987, the estimated cost for the same project was projected at $10 million requiring a local share of $5 million.

Because the City of Toledo is the community with the largest population that would benefit from the dredging of the Ottawa River, it became the local sponsor for the project. The City and other local interests were required to make a financial commitment to the project by December 31, 1989. The City of Toledo has contacted the Ohio Department of Natural Resources and the Michigan Department of Natural Resources to solicit local matching funds. Lucas County in Ohio and members of boating clubs are other possible sources of local matching funds. The City's division of Streets, Bridges and Harbor of Toledo has indicated that its five-year plan asks for $1,250,000 to be allocated for the project in each of the years 1993 and 1994. This request was based on the Corps of Engineers' estimate that a study on the project would take 2 to 4 years to complete.

I have received thousands of letters and postcards as well as phone calls from my constituents urging that this project not die. Development of the project would help satisfy a need for suitable lake access and harbor facilities for the thousands of boats that use the Ottawa River. The impact of the dredging project would increase economic activity in the project area. A deeper channel is needed for the boats that use this waterway every year. The shallow depth of the River prevents full use of the River; boats are forced to dock at other less desirable or less convenient locations as it is difficult to navigate boats in the current conditions. Some boats can only be used when winds cause higher water levels in the River. Not only does the River provide boat space for local craft, boats from Cleveland and Detroit use

the River also. The 1976 study conducted by the Army Corps of Engineers indicated that there were 3,285 boats docked in the Ottawa River at that time. If the dredging is done, boat space would increase by twenty-five percent. If the dredging project is forthcoming, local and transient craft should increase by purchases and transfer from other locations to the Ottawa River. Dredging the Ottawa River would also open up the area for more charter fishing as boats could leave from the River. Charter fishing is a major source of small business expansion in Ohio. Further, Lake Erie is considered the walleye capital of the world. Fishermen come from all over the country and the world to fish for the walleye. Increased dock space as the result of dredging could open up this industry even more. Expanded use of the River, will create an increase in business for existing establishments such as restaurants and marinas on the banks of the River. The amount of jobs and income for other industries resulting from the fishing industry is substantial.

Initial studies indicated that the dredged material in the Ottawa River contained municipal sewage pollution. Once the polluted bottom material is removed, water quality should improve due to a decrease in toxic substances, metals and organic material. In addition, the need is great for preventing the dredged material from infiltrating Lake Erie. The Ottawa River fills into the Maumee River which in turn flows into Lake Erie. Rivers that flow into Lake Erie cannot be neglected at a time when this great lake is experiencing a rebirth from previous damage caused by pollution.

On March 7th, I testified in front of the Public Works and Transportation Subcommittee on Water Resources as to the merits of this project and requested that the project be reauthorized in the 1990 Water Resources Development Act. In effect, by doing this, the provisions in the 1986 Water Resources Development Act that deauthorized projects that were not funded in ten years, would be negated for this project. I have consulted with the Corps of Engineers as to the appropriate steps to be taken when a project has been deauthorized. At this juncture, I would like to ask for $200,000 to update the original study that was done in 1976 on the project. It is imperative to initiate action on this project and prepare for construction since this project has been dormant for so long.

I greatly appreciate your consideration of funding for this project and I thank you again, Mr. Chairman, for the opportunity to appear.

TUESDAY, MARCH 27, 1990.

SOUTHEAST LIGHTHOUSE ON BLOCK ISLAND, RHODE ISLAND

WITNESS

HON. CLAUDINE SCHNEIDER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF RHODE ISLAND

Mr. BEVILL. The Chair recognizes the Honorable Claudine Schneider.

Ms. SCHNEIDER. Thank you very much.

Mr. BEVILL. Your statement will be made a part of the record. You may proceed as you wish.

Ms. SCHNEIDER. Thank you kindly. I will try to unduly influence my colleagues and share with you a photograph of what I will be talking about so you will have the audio and the visual impact of the project I am proposing.

I want to thank you for providing me this opportunity to request funding for a project of very special significance to those of us who are concerned about the preservation of our maritime history.

The Southeast Lighthouse on Block Island, Rhode Island, was first illuminated in 1875 and has been an attraction for over a century. It is the highest lighthouse in all of New England, visible 35 miles at sea, and the strongest on the entire Atlantic coast.

Since my entire testimony will be included in the record, let me move ahead and briefly share with you our current problem. The lighthouse is about to slip into the sea. Time has taken its toll, and currently the lighthouse is only 65 feet from the edge of the bluff and eroding at five to seven feet per year.

This is alarming and compounded by the fact that at least 40 feet of space is required in order to move this building. Only 25 feet of space separates the saving or destruction of the structure. The engineering studies indicate that it would mean four years before the lighthouse can no longer be saved.

So that means that time is of the essence, and we must move expeditiously. In order to undertake this project, a group of Rhode Island resident banded together and formed the Southeast Lighthouse Foundation. It has worked with the U.S. Coast Guard, which currently owns the property.

We have legislative language contained in the Coast Guard authorization bill which passed last year, which would transfer the ownership of the property, including the lighthouse, to the Foundation. It would be contingent upon the Foundation securing the necessary funds to move the lighthouse.

It is not within the Coast Guard's mission to move or renovate historic Coast Guard properties. They don't have the technical expertise to move this facility. So, after engineering studies including one last summer, it indicates the only way to save the lighthouse is to move it 200 feet inland.

The total cost of moving the lighthouse and the attached building is $1.94 million. The State of Rhode Island and the Foundation have come together and committed to raising one-half of that cost.

The Foundation has further committed itself to raising the additional $720,000 that would be necessary to renovate the lighthouse.

So, the State of Rhode Island as well as individual citizens are very much willing to carry the heavy burden that is necessary to carry out this project. But it is the Corps of Engineers, Mr. Chairman, that is the main Federal agency best positioned to accomplish this engineering feat.

I am asking this committee to fund one-half of the cost of moving the lighthouse, the $970,000, and to direct the Corps of Engineers to be the lead Federal agency that would be involved.

Part of the agreement that was worked out in last year's Coast Guard authorization bill said that the Coast Guard would retain unrestricted access to the lighthouse and the lighthouse would continue to serve as an important aid to navigation.

Now, if the lighthouse is allowed to fall into the sea, there will be considerable costs involved. So, I suggest that we look at a cost-benefit analysis, and the value of preventive moves at this time.

An important aid to navigation will have to be replaced. In addition to that, the debris at the base of Mohegan Bluffs will have to be removed, and there may be additional liability cost in the case of an accident.

So, the urgency is clearly spelled out in the latest engineering study. We have no more than four years during which this project will be feasible. So, I seek your strong support for partial funding to preserve a national and regional and historic landmark.

This committee is very well-positioned to help save this lighthouse and to save taxpayers' dollars. So I hope that you will consider this project favorably.

On one other matter, I would like to share with you, Mr. Chairman, my support for President Bush's 15-percent increase for the solar and renewable energy budget. As you know, more often than not each year, I come before you to talk about energy and to encourage the support in the area of solar and renewables. The President has asked for a modest 15-percent increase, which I believe is long overdue, and I want to once again express my strong support for it.

But this budget continues to remain disproportionately low compared to the value that we could keep from environmentally clean domestically based energy resources.

Let me say one final thing. I want to share my distress over the fact that 75 percent of the budget for solar buildings has been reduced. This is pure folly. If we believe that an ounce of prevention is worth a pound of cure, then we could be supplying a third of our Nation's daytime lighting, not burning some of the fossil fuels that are contributing to global warming and acid rain and some of our other costly environmental problems.

But one-half of all daytime lighting in U.S. buildings could be met through solar daylight designs. These are projects that our national laboratories have been involved in through the budget.

I would highly recommend that you look favorably upon this as opposed to the 75-percent reduction and the transfer of the project to the Department of Energy's Conservation Office, that you consider funding it because as we are hearing more and more about

the cost of imported oil, the continuing increase in the consumer demands, I think that this is a wise investment for the future.

Mr. BEVILL. Thank you for your very fine statement. We will do the best we can.

[The statement of Hon. Claudine Schneider follows:]

TESTIMONY OF THE HONORABLE CLAUDINE SCHNEIDER BEFORE THE SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT OF THE COMMITTEE ON APPROPRIATIONS -- MARCH 27, 1990.

Mr. Chairman, thank you for providing me the opportunity to appear before you today. I am here to request funding for a project of special significance to those of us who are concerned about the preservation of our maritime history.

The Southeast Lighthouse on Block Island, Rhode Island, was first illuminated in 1875, and has been a popular tourist attraction for over a century. It is the highest lighthouse in New England, visible 35 miles at sea, and its 237,000 candle power, is the strongest on the Atlantic coast.

Southeast Lighthouse is situated atop a dramatic 200 foot bluff and has assisted countless mariners for more than a century in avoiding the treacherous rocks lying just off Mohegan Bluffs. The Lighthouse, and the attached building, is in the National Register of Historic Properties. The magnificent setting of the Lighthouse atop the bluff, however, may lead to its destruction. The bluff has been eroding steadily for over 100 years.

Time has taken its toll and now the Southeast Lighthouse is in danger of joining the many ships that found their final resting place at the base of Mohegan Bluffs before the Lighthouse was constructed. Currently the Lighthouse is only 65 feet from the edge of the bluff, and the bluff is now eroding at a rate of 5-7 feet per year. This is an alarming rate of erosion, and it is compounded by the fact that at least 40 feet of space is required in order to move the building. Only 25 feet of space separates the saving or destruction of this structure. This translates to a maximum of only four years before the Lighthouse cannot be saved. And this assumes that a hurricane does not hit the bluffs during that time.

In the mid-1980's a group of Rhode Island residents banded together and formed the Southeast Lighthouse Foundation. The goal of the Foundation is to secure the necessary public and private funding necessary to move and renovate this historic structure.

The Foundation has been working closely with the United States Coast Guard, which currently owns the property. Legislative language contained in the Coast Guard Authorization Bill (P.L. 101-225) passed last year, will transfer ownership of the property, including the Lighthouse, to the Foundation. This transfer is contingent upon the Foundation securing the necessary funds to move the Lighthouse. It is not, however, within the Coast Guard's mission to move or renovate historic Coast Guard

properties. In addition, the Coast Guard does not have the technical expertise to move this facility.

Several engineering studies, including one done just last summer, clearly indicate that the only way to save the Lighthouse is to move it 200 feet inland, away from the eroding bluff. The total cost of moving the Lighthouse and the attached building is $1.94 million. The State of Rhode Island and the Foundation are committed to contributing one-half of that cost -- $970,000. The Foundation has further committed itself to raising the additional $720,000 necessary to renovate the Lighthouse and the attached lighthousekeeper's building.

The State of Rhode Island, as well as individual citizens, are willing to carry a heavy financial burden in carrying out this project. The U.S. Army Corps of Engineers, Mr. Chairman, is the Federal agency best positioned to accomplish this engineering project. I am asking this Committee to fund one-half of the cost of moving the Lighthouse -- $970,000 -- and to direct the Corps to be the lead Federal agency involved.

As part of the agreement worked out in last year's Coast Guard Authorization Bill, the Coast Guard will retain unrestricted access to the Lighthouse, and the Lighthouse will continue to serve as an important aid to navigation. If the Lighthouse is allowed to simply fall into the sea there will still be considerable costs involved to the U.S. Government. An important aid to navigation will have to be replaced; the debris at the base of Mohegan Bluffs will have to be removed; and there may be additional liability costs in case of an accident.

The urgency of this project is clearly spelled out in the latest engineering study. Assuming that New England is not hit with a hurricane, or a major coastal storm, we have no more than four years before this project will no longer be feasible.

I seek your support for partial funding to preserve a national and regional historic landmark. This Committee, and the U.S. Army Corps of Engineers, are well-positioned to help save this lighthouse. The Foundation has worked hard to secure a commitment for state funding, as well as raising money from private sources. We can reward their hard work by enabling the Corps to fulfill the Federal commitment to this project in FY 1991. Thank you for considering this very critical project.

Mr. Chairman, I would also like to talk about another matter -- the President's 15% increase for the solar and renewable energy budget. Although this increase is modest, it is long overdue, and I want to express my strong support for it. This budget continues to remain disproportionately low compared to the enormous role that these environmentally clean, domestically

based energy resources can play in spurring economic prosperity and in promoting overseas exports. Especially valuable are the new initiatives, including the Photovoltaic Manufacturing Initiative ($8 million), the Solar De-tox Initiative ($4 million), and biomass initiative to develop alternative liquid fuels ($13 million).

As a final note, I want to share my distress over the 75% reduction of the solar buildings budget, which has been transferred to the Department of Energy's Conservation Office. As you know, U.S. buildings consume one-third of the nation's energy. There are impressive gains to be made with solar in buildings. SERI studies show that nearly one-half of all daytime lighting can be met through solar daylighting designs. I strongly urge the Subcommittee to make sure they do not relinquish their role in this program, and avert such drastic cuts. Thank you very much, Mr. Chairman.

# # # #

THREE ITEMS TO BE SUBMITTED FOR THE RECORD

1) Engineering Feasibility Study (November 1989)

2) Diagram of Receding Edge of Bluff

3) Letter of Support from State of Rhode Island

FINAL PROJECT REPORT

PRESERVATION AND RESTORATION FEASIBILITY STUDY

SOUTHEAST LIGHTHOUSE
MOHEGAN BLUFFS, BLOCK ISLAND, RI
GRANT #88-LH-3

SUBGRANTEE: SOUTHEAST LIGHTHOUSE FOUNDATION
P.O. Box 79A
Block Island, RI
Contact: Pamela Littlefield
401-466-5963

PROJECT ARCHITECT: IRVING B. HAYNES AND ASSOCIATES
One Park Row
Providence, RI 02903
Contact: Irving B. Haynes
401-274-1555

November 1989

A. INTRODUCTION

The purpose of the project was to assess the feasibility, through geotechnical and engineering studies, of moving the Southeast Lighthouse. The Lighthouse currently sits precariously close (approximately 60 feet) to the edge of the eroding Mohegan Bluffs. It was estimated in the geotechnical report (Attachment #1) that the Bluffs are now eroding at a rate of approximately 5-7 feet per year. While this is an alarming rate of erosion, the urgency of the situation is compounded by the fact that a slump could occur between the Lighthouse and escarpment at any time, causing large amounts of the bluff to fall away at a very rapid rate.

By conducting geotechnical, engineering and architectural studies (Attachment #2), more information has been gathered which indicates that moving the Southeast Lighthouse back approximately 200 feet is feasible (and indeed urgently necessary). The reports offer recommendations regarding methods for moving the structure, as well as cautions regarding the instability of the site.

The Lighthouse currently houses a very interesting interpretive exhibit (see Photo "E") on the history of lighthouses and their keepers. Once moved, several uses are being evaluated including office space for a non-profit organization, a bed and breakfast inn, and a museum/exhibit space. Because the Keeper's dwelling is divided symmetrically, dual uses may be considered.

B. FISCAL SECTION

Description	Estimated Cost	Actual Cost
Engineering Study	$5,000.00	$2,250.00
Geotechnical Study	2,000.00	2,000.00
Restoration Architects' Fees (Haynes & Sedovic)	7,000.00	6,850.00
Photographic Documentation	----------	2,900.00
TOTALS	$14,000.00	$14,000.00

C. CERTIFICATION OF PUBLIC BENEFIT

Not applicable.

D. DESCRIPTION OF WORK ACCOMPLISHED

Preliminary engineering studies performed in the past determined that it may be possible to move the Southeast Light and proposed two options: a diagonal or a straight-line move. Under this grant, further engineering, geotechnical and architectural investigations determined that a straight-line move is feasible and preferred, but that substantive excavation at the site should not occur due to the instability of the substrate. The geotechnical survey studied the composition and formation of Mohegan Bluffs and concluded that the excavations previously proposed - deeply trenching the route of the move and the perimeter of the building - would seriously jeopardize the building by disrupting the already fragile conditions near the escarpment. Accordingly, it was recommended that any attempt to move the Lighthouse make as little impact on the geological structure of the site as possible.

Based on these recommendations, the architect and engineer developed a program to move the Lighthouse at grade level (with only shallow trenching of the site). This program requires moving the Lighthouse off its original foundation and moving it across the surface of the site to a new foundation. The old foundation would then be filled, in an attempt to improve the stability of the site, close to the escarpment. While the loss of the original foundation is indeed unfortunate, site conditions require it. Since it is not possible to excavate the site enough to move the foundation with the Lighthouse structure, the only alternative would be to systematically disassemble the foundation block by block and to reassemble it in the new location. This method would not be feasible from both an economic and a time standpoint. In addition to the limited funding available for this costly relocation, time is also a critical factor in that the bluff is constantly eroding and a slump could occur at any time.

In addition to studying the feasibility of the physical move and its associated costs (approximately $1,940,000), the condition of the historic building has been evaluated to determine if the historic fabric of the structure can withstand a move. This investigation (Attachment #3) revealed that in general the building is in remarkably good condition and is well suited to being moved. It should be noted that deleterious flashing conditions presently exist and should be addressed as soon as possible to prevent costly moisture damage to the structure, and that some brick repointing may be required prior to the move to prevent existing stress cracks from increasing.

E. SPECIAL CONDITIONS

None

F. AMENDMENTS TO APPROVED PROJECT

In addition to the engineering, architectural and geotechnical investigations conducted during this phase of the project, the building and site have been photographically documented. This photographic record not only supplements the written record, but also documents the existing conditions of a very dynamic site. Five representative photos of the building, the site and interior spaces are attached (Attachment #4).

It should be noted that excellent HABS/HAER documentation of the entire lighthouse structure was prepared during the summer of 1988. This record of the building will prove very useful during the move and future restoration efforts.

G. PRESERVATION CONSULTANT CERTIFICATION

The project work completed under this phase of the rehabilitation is in accordance with the Secretary of the Interior's Standards for Rehabilitation.

Signed: _____
Irving B. Haynes FAIA

ATTACHMENTS:

1. Geotechnical Report by Les Sirkin
2. Summary Analysis by Irving B. Haynes
3. Condition Survey and Assessment by Walter Sedovic
4. Photos of Southeast Light

   A - Exterior North & East Elevations
   B - Exterior West Elevation
   C - Lantern & Fresnel Lens
   D - Interior - 2nd Floor
   E - Interior - Lighthouse Exhibition

Geotechnical Report:

Block Island Southeast Lighthouse Property

Prepared by Les Sirkin, Ph.D., Geologist
Garden City, New York

September 1989

I. Geology of the Southeast Lighthouse Property

The geology of Block Island is the direct result of the emplacement of two distinct sequences of glacial deposits involving glacial deposition, structural deformation by advancing ice and postglacial changes, mainly due to ground water. The lower glacial sequence, or drift sheet, is composed of sedimentary layers of glacial till (*a mixture of sediment sizes from boulders to clay*) and outwash (*mainly sand and gravel*). These deposits are gray-brown in color and were laid down and compacted during the first of the two glaciations that affected this region near the terminus of the ice sheet. The second glaciation dislodged and thrust southward, large masses of the early glacial sediment and engulfed these older blocks of sediment in outwash. Later, outwash and an upper till unit were deposited, more or less horizontally, on top of the older materials.

The outwash and till of this younger glacial event are more of a tan to yellow-brown color and contain abundant granite clasts. During deposition of the glacial sequences and during subsequent glacial movements, joint planes were established cutting vertically through the units, while sandy layers of sediment injected between the masses of early drift formed an interconnected net of porous and permeable passageways. These zones of weakness ultimately became pathways for groundwater flow.

In postglacial time, groundwater infiltrated the glacial deposits. In some areas, ponds have formed as temporary, perched water on the less permeable lower drift strata; elsewhere water could pass along the joints and through the outwash sands. There is a pond located on the property to the north of the lighthouse and a wetland to the southwest.

When seen from the bluffs, the geologic features, as described, stand out clearly, and graphically demonstrate the relative stability of the stratified materials. The lower drift, a more compacted material with a component of fine sediment, is more resistant to erosion on the face of the bluff, and its more massive segments form a headland that project seaward and erode into steep gullies and pinnacles. The upper drift, more flat lying and porous, weathers back more rapidly in vertical spalls. Both discharge water-lubricated sediment that flows down the bluffs. Water planes appear near the base of the layered upper drift and along the permeable passages in the lower drift and the engulfing outwash. An overlay sketched on a 1988 oblique aerial photograph of the Mohegan Bluffs at the Southeast Lighthouse site has been labeled to demark the geologic features as well as erosional features described below. (*see Appendix A*)

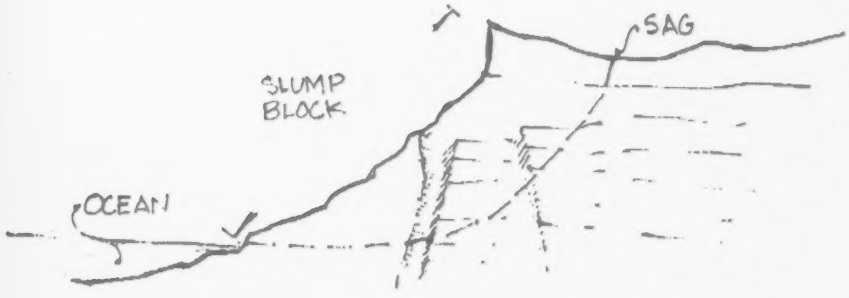
II. Erosional Characteristics of the Bluffs

Erosion of the southeast bluffs depends on several interacting components. The first is the geologic nature of the drifts. The more resistant, compacted, and clay and silt-rich layers form headlands, while planes of weakness and water flow allow the greatest erosion in place. Secondly, rainfall on the cliff face deeply gullies the drift, carrying great quantities of sediment to the base, and wetting and generating spalls in the horizontal upper drift.

Thirdly, the base of the cliff is undercut by wave and tidal action. Normally, steep slopes may gradually stabilize as the slope angle is reduced. Undercutting by stream or coastal currents maintains a state of disequilibrium and continuous readjustment of the slope as sediment flows downward. All of these factors are involved in the constant wearing back of the bluffs -- often at rates approaching 7 feet per year.

However, the greatest and most massive wasting of the bluffs occurs through the development of slump structures which can carry away huge blocks of sediment from the base to the top of the bluffs and over 40 feet deep (*ground distance*). Slump structures typically form in cliffs of sedimentary origin, like the glacial drift bluffs on the southeast side of the Island, because of the infiltration of rainwater and surface runoff in zones of weakness on the land surface above the cliffs. Where surface water is localized in such irregularities, it tends to infiltrate the soil and sediment and flow downward and laterally toward the open bluffs. Eventually, curved water planes form, cutting across sediment layers and following permeable pathways and zones of weakness, as shown in the sketch in *Figure A*.

Figure A



These curved pathways evolve into curving fault zones along which massive blocks of the bluffs may begin to rotate, initially at a very gradual rate. The initial evidence of such rotation appears at the surface as an incipient zone of weakness referred to as a sag. More rapid movement of the slump block is precipitated by the undercutting action of ocean waves and currents. The base of the block often appears at the level of undercutting.

When seen in profile, as in the above sketch, the surface forming the top of the slump slopes landward toward the sag due to rotation. These features are also identified on the photograph overlay, *see Appendix A*. Often water accumulates along the sag to form seasonal wet spots, ponds or areas of greener vegetation. Surface water more readily infiltrates the rotational plane from the surface to the base of the cliff where the water seeps out. As more water is supplied to this system, for example, from springs or man-made drains, the slump block is lubricated until, ultimately, the entire structure will fail and the entire mass of sediments will move rapidly down slope as a massive slump.

These features, past slumps and present sag zones can be identified on the overlay, where the head of the slide appears as a vertical cut and an amphitheater-shaped bowl above an hour-glass-shaped mass of slumped sediments from the top to the base of the slope. Vegetation still surviving marks the breakup of the former surface. The present sag appears to be forming along a curved line at the base of the fill slope just east of the Southeast Lighthouse and connecting up with other structures, building foundations and cisterns, that also encourage infiltration of water.

Obviously, areas of higher ground-water flow are more susceptible to slumping. Small-scale slumps can also occur in the upper glacial sediment where they appear as small scale amphitheater shaped cuts in the near-vertical cliff above the top of the masses of the lower drift.

III. Instability of Mohegan Bluffs

Slumps are well documented along the Mohegan Bluffs; the slump structures identified on the overlay are typical of these features. Recently, a slump occurred on the adjoining property to the north. While the bluffs are indeed gradually wearing back, it is apparent that the major movement of sediment is through slumping. The Southeast Lighthouse, now about 60 feet (+- *measured at its closest point*) from the edge of the bluff, is in greater jeopardy than a 5 to 7 feet per year erosion rate would indicate. It is very likely that a slump will occur between the lighthouse and the escarpment of the bluff in the near future.

All of the symptoms indicative of the presence of the incipient structure are evident. There already is a sag which suggests an incipient infiltration plane beginning near the base of the terraced surface east of the lighthouse. The base of the terrace has served to concentrate surface water and the sag has developed. There are also several small-scale spalls in the upper drift at the top cliff edge, and the undercut base of the slope is well defined. Water accumulates in the basement of the lighthouse and on the grounds around the structure. This water is drained toward the bluffs and a number of drain pipes can be seen today protruding from the cliff face. The surface layers of sediment have also been broken by cisterns and other foundations which provide easy access for water infiltration.

IV. Moving the Southeast Lighthouse

From a geological perspective, any attempt to move the lighthouse should make as little impact on the geological structures as possible. Any reorganization of the compacted layers of glacial strata will provide new zones of water infiltration, greatly undermine the inherent strength of these materials in their present state, and increase the probability of massive failures and erosion of the bluffs.

A deep trench to expose the foundation of the lighthouse east of the lighthouse would virtually insure that the present sag would more readily develop into a slump structure and in a shorter time. Such a slump could cut the distance from the lighthouse to the cliff in half, leaving only 30 feet of surface. Similarly, a deep trench cut from east to west for the purpose of moving the entire lighthouse and foundation intact would, on being refilled, become a huge sink for ground and surface water that, in turn, would generate a whole new slump area between the lighthouse (*in its new position*) and the encroaching cliff.

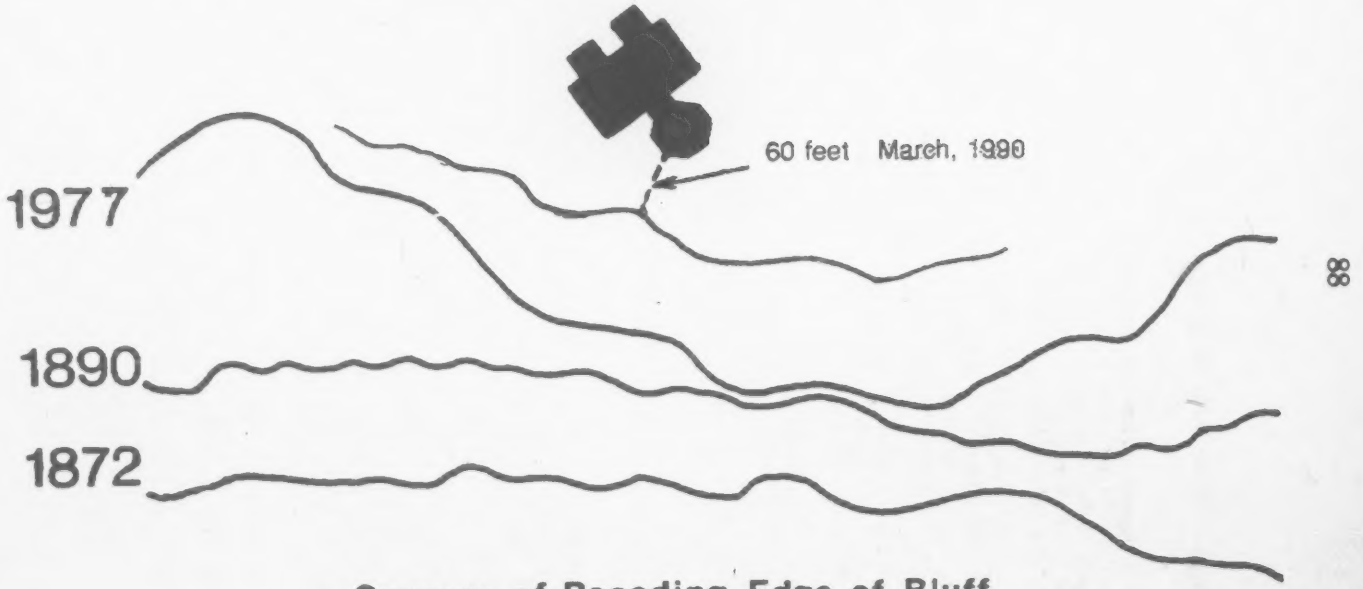
Perhaps the lighthouse, removed from its foundation, can be moved along the surface to a new foundation. Such a move might necessitate minimal filling of the surface to provide a level right-of-way but would not disturb the integrity of the glacial strata. Slumping can also be reduced by dewatering the surface. A system of drains tied to a water recovery system can remove surface and shallow subsurface water and the collected water can be physically removed from the site for disposal or use elsewhere. It may be necessary to cap present zones of weakness in constructing the drain system and dewatering the sediments. Such a cap would impede future infiltration.

The sketch of the bluffs is based on an overlay on a large-scale aerial photograph (*Appendix A*). This diagram emphasizes the mass movement of sedimentary materials from the bluffs, mainly by the process of large and small scale slumping, and coastal erosion by waves and tides at the base of the slope. The incipient surface zone of rotational fault development east of the lighthouse is also located.

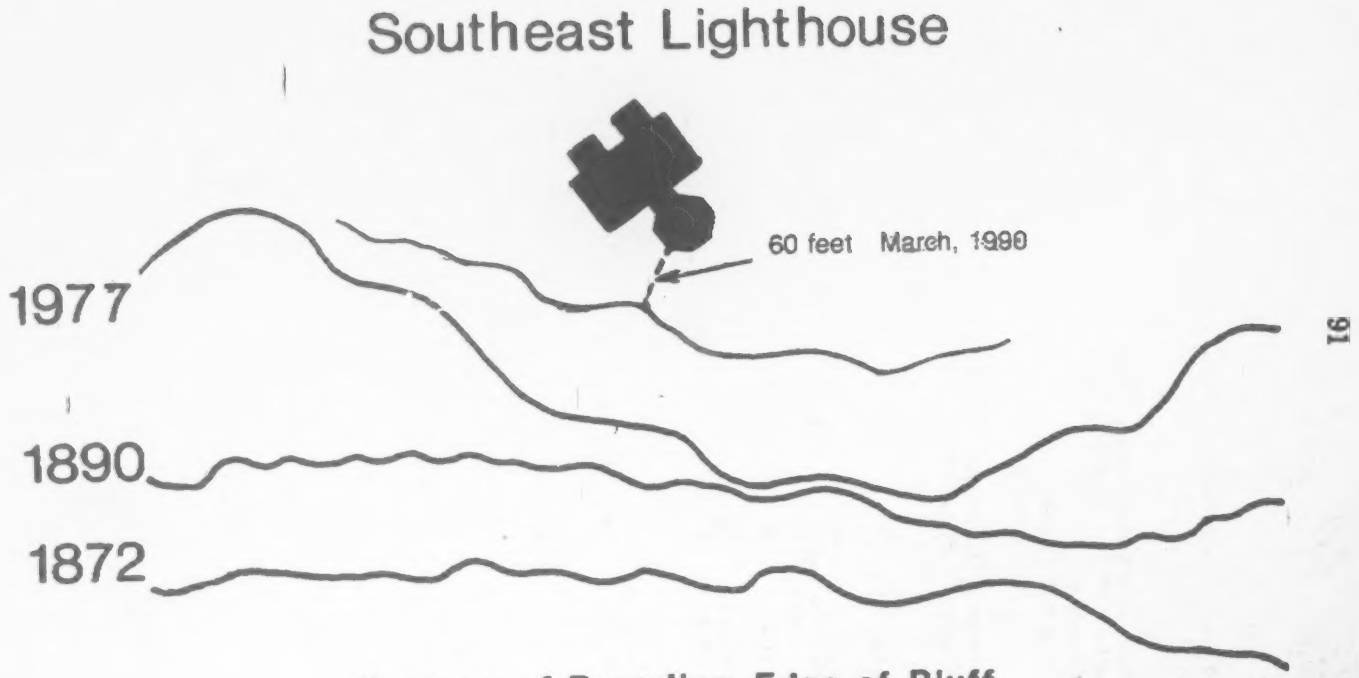
Slump blocks remove very large masses of sediment over fairly short time intervals. The slumped materials are readily identified from the masses of reorganized sediment, which is often seen with fragmented vegetation mat on the surface, as well as the escarpment at the top of the rotational plane, and debris cones at the base of the cliff. Because the slump often carries masses of bedded sediments, removal of the loose debris often reveals what appears to be strata in place. Measurements show that these strata are indeed part of the slump, dislocated and deformed.

Several slump scars and relict features are delineated on the sketch. It is projected that future slumping will occur east of the lighthouse, about mid-way to the edge of the cliff. Such slumps will be additionally influenced by the weight of the structure, itself, and the various drainage pipes, cisterns and other constructions that have broken the strata and reorganized the sediments.

Southeast Lighthouse



Surveys of Receding Edge of Bluff



Surveys of Receding Edge of Bluff

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Department of Environmental Management
OFFICE OF THE DIRECTOR
9 Hayes Street
Providence, R.I. 02908

March 26, 1990

Congresswoman Claudine Schneider
1512 Longworth House Office Building
Washington, D.C. 20515

Dear Claudine:

The Department of Environmental Management of the State of Rhode Island has held discussions with the Block Island Southeast Lighthouse Foundation to determine ways of funding the moving of the Southeast Lighthouse to a safer location.

Among the options discussed was the purchase by the State of all or part of the land on which the lighthouse is located. Given our tight funding constraints the level of state participation in such a project must still be evaluated, but we are interested in doing all we can to preserve the lighthouse building and to make the land available for public use.

I am told the Rhode Island Congressional delegation is working to secure a $970,000 Army Corps appropriation for this project in FY'91. Because the Southeast Lighthouse is a federally-owned property, a federal commitment of resources to this project is a very positive step in saving the building.

The DEM looks forward to working with the delegation and the Foundation and other participants to provide the necessary funding to complete this project. I will keep you informed of the State's efforts on this project during the coming months.

Sincerely,,

Robert L. Bendick, Jr.
Director

RLB/ms
cc: Mel Grant
Anne Prager
2179A

TUESDAY, MARCH 27, 1990.

ALABAMA PROJECTS

WITNESSES

HON. WILLIAM L. DICKINSON, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF ALABAMA

HON. SONNY CALLAHAN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF ALABAMA

HON. CLAUDE HARRIS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF ALABAMA

Mr. BEVILL. Next, we have our Alabama Members of Congress. Please come up, all of you. When I came to Congress, I didn't like the seniority rule, but I decided it is a good thing now.

The Chair will recognize Mr. Dickinson.

Mr. DICKINSON. It is a pleasure to appear before this august assembly to discuss the Alabama waterway systems.

On behalf of the Tri-Rivers Water Development Association and the Coosa-Alabama River Improvement Association, I would like to endorse their efforts in supporting the Army Corps of Engineers funding request for fiscal year 1991, and for the continued operation, maintenance and construction of these waterways.

However, I would also like to discuss a situation which greatly disturbs me, relating to the water management policy of the Tri-Rivers. In the past, the Corps has assured me that no region would receive preferential treatment over another in terms of water flow during drought or other extreme conditions. This is a concern not only for my District, but for the entire system.

Currently, the municipal water systems of Atlanta, Georgia are drawing water from both Lake Allatoona and Lake Lanier, and replenishing their levels with Alabama's Coosa and Chattahoochee river supplies. The implementation and common practice of such a policy is most detrimental to the Chattahoochee's present navigability. A great deal of time and money was invested in the development of this waterway, and with this influx of new Corps' water management techniques, it seems this effort may have been in vain.

As for the Coosa-Alabama system, they face similar problems especially regarding the reallocation question. In addition, the Coosa-Alabama River Development Association wishes to see the formation of an interstate compact which, with Federal involvement, will aid in assuring equitable allocation policy.

Their ultimate goal is to achieve navigability from Mobile to Montgomery, through northeastern Alabama, and into neighboring Georgia. Given adequate funding and a true spirit of cooperation from the Corps, such goals will become reality, a reality which will translate into positive economic vitality for both the region and the State.

During the drought that plagued the Southeast last year, the Corps continually drained Lake Eufaula, as well as the Chattahoochee and Flint Rivers. This had a significant impact on the community of Eufaula which depends on Lake Eufaula for 25 percent of its overall economy.

This depletion also injured the $12 million a year oyster industry in Appalachicola which depends heavily on substantial water flow from the Chattahoochee. So, as you can see, Mr. Chairman, this problem impacts not only the State of Alabama, but also our neighbors in Florida and Georgia as well.

Furthermore, such action by the Corps undermines the equal usage authorization supposedly set in place by Federal provision. While it is authorized to reduce reserves under certain conditions, the Corps is not authorized to proverbially shut the Tri-Rivers system down completely.

At this opportunity, I also want to mention the proposed Pea River Dam project that is currently under review by the Army Corps of Engineers. The nature of my remarks on this matter comes in the wake of extensive flooding that affected several counties last week in my congressional district of Southeast Alabama. As a matter of fact, out of 13 counties in my District, 12 are now qualified for disaster relief due to the flooding that occurred a little over a week ago.

The Pea River Dam, which would create a lake near the town of Ariton, would be a new and viable source for hydropower generation, irrigation and recreation purposes. This project, with proper planning and management, could also alleviate the potential for future flood problems that can and have severely damaged farms and communities downstream.

It is my understanding that the Army Corps of Engineers has just completed their feasibility study for this project. With Congressional approval, the Corps will then embark on a study to determine where and at what cost the dam could be built. Let me state for the record that I will continue my wholehearted support of this initiative, and if all studies are positive, this dam will add to the first-class waterway system enjoyed by all Alabamians.

Mr. Chairman, you have been very kind to the Alabama waterways in the past, and it is my hope that you will continue to do so. Please let me reiterate my strong support for funding requests allowing continued improvements for both the Tri-Rivers and the Coosa-Alabama River systems. Let me also express my sincere desire to see the problems I have cited resolved quickly and equitably. The return on Federal investment has been multiplied many times in terms of the economic growth that these waterways have brought to Alabama, and to the entire Southeast. It would be unconscionable to destroy this investment.

I solicit your continued support and I thank you for your assistance in the past. Thank you, Mr. Chairman.

Mr. BEVILL. Thank you for your fine statement. Your district received the brunt of the floods in Alabama, and certainly we will work with you to take whatever steps are necessary to try to prevent any further suffering like the people you represent have suffered during this terrible flood.

We hope to be in a position to see that that doesn't happen, at least to that extent, any more.

Mr. DICKINSON. Mr. Chairman, let me say for the last two weekends, I have been in the district and through it, and on the ground. I have been through most of the communities that have been inundated. You can see it in the paper, you can see photographs of it,

and see it on the news reports, but until you get there and see, talk to the people and to see the impact, see all their worldly goods laying out trying to dry out, there is no way to appreciate the enormity of the devastation and loss if you are just not there to see it.

If there is anything we can do to obviate or prevent this in the future, I think we owe it to them and other parts of the country, too, if they are faced with that problem. I want to thank you for your generosity in the past. We really need to see what we can do to see that it doesn't happen again.

I thank you, Mr. Chairman.

Mr. BEVILL. Thank you.

As you know, with reference to your concern about the impact that would result from additional water taken out of the Coosa-Alabama and the Chattahoochee Rivers, we, too, are concerned about that and we, as you know, have a detailed study going on now by the Corps of Engineers, combined with the efforts of TVA and Oak Ridge National Laboratory, each having a great deal of sophisticated knowledge in this area. That is under way.

I might remind you also that the Director of Civil Works, General Kelly, testified here that the normal procedure would be for the Governors of the three States to sit down and work out a compromise that would be fair to each of the three States involved. We will see that they get the necessary information. We hope that they will then be able to take this information and work out an equitable solution to this problem.

So, thank you very much for your fine statement.

Mr. DICKINSON. Mr. Chairman, if you would indulge me just 30 more seconds, I would be remiss if I didn't pay my respects and compliments to the Corps of Engineers for the tremendous job they have done during this flood. They have been on board. They were there early. They didn't wait for directions from Washington.

They were there and did a tremendous job. Colonel Bonine came in there. They were on the ground on Sunday. I met with them after the flood on Saturday. They have just done—I don't know what we would have done without them. I think it would be unkind if I let this opportunity pass without remarking on what a wonderful job they did and how obligated we are to them.

Mr. BEVILL. I agree with you in every instance. They are the first there, and they do the greatest job. Tornadoes, or whatever—any emergency. They are well-trained and they are prepared and organized, and they go about it in a professional way and get results. As a matter of fact, Secretary Page personally went down there. He asked me to go with him and I couldn't, because of my hearings here.

But we will be working with you to help you solve the disastrous results you have in your District. Thank you very much for your statement.

[The statement of Hon. William L. Dickinson follows:]

STATEMENT OF HON. WILLIAM L. DICKINSON
Before the
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
COMMITTEE ON APPROPRIATIONS
March 27, 1990

Mr. Chairman:

It's a great pleasure to once again appear before your subcommittee today on a matter of great significance to both of us -- The Alabama Waterway systems.

On behalf of the Tri-Rivers Water Development Association and the Coosa-Alabama River Improvement Association, I would like to endorse their efforts in supporting the Army Corps of Engineers funding request for FY91, for the continued operation, maintenance and construction of these waterways. However, I would also like to discuss a situation which greatly disturbs me, relating to the water management policy of the Tri-Rivers. In the past, the corps has assured me that no region would receive preferential treatment over another in terms of waterflow during drought or other extreme conditions. This is a concern not only for my district, but for the entire system.

Currently, the municipal water systems of Atlanta, Georgia, are drawing water from both Lake Allatoona and Lake Lanier, and replenishing their levels with Alabama's Coosa and Chattahoochee river supplies. The implementation and common practice of such a policy is most detrimental to the Chattahoochee's present navigability. A great deal of time and money was invested in the development of this waterway, and with this influx of new corp's water-management technique, its seems this effort may have been in vain.

As for the Coosa-Alabama system, they face similar problems especially regarding the reallocation question. In addition, the Coosa-Alabama River Development Association wishes to see the formation of a interstate compact which, with federal involvement, will aid in assuring equitable allocation policy. Their ultimate goal is to achieve navigability from Mobile to Montgomery, through Northeastern Alabama, and into neighboring Georgia. Giving adequate funding and a true spirit of cooperation from the Corps, such goals will become reality; a reality which will translate into positive economic vitality for both the region and the state.

During the drought that plagued the Southeast last year, the corps continually drained Lake Eufaula, as well as the Chattahoochee and Flint Rivers. This had a significant impact on the community of Eufaula which depends on Lake Eufaula for 25% of its overall economy. This depletion also injured the $12 million a year oyster industry in Appalachicola which depends heavily on substantial water flow from the Chattahoochee. So, as you can see, Mr. Chairman, this problem impacts not only the State of Alabama, but also our neighbors in Florida and Georgia as well. Furthermore, such action by the Corps undermines the equal usage authorization supposedly set in place by federal provision. While it is authorized to reduce reserves under certain conditions, the Corps is not authorized to proverbially shut the Tri-Rivers system down completely.

At this opportunity, I also want to mention the proposed Pea River Dam project that is currently under review by the Army Corps of Engineers. The nature of my remarks on this matter comes in the wake of extensive flooding that affected several counties last week in my congressional district of Southeast Alabama. The Pea River Dam, which would create a lake near the town of Ariton, would be a new and viable source for hydropower generation, irrigation and recreation purposes. This project, with proper planning and management, could also alleviate the potential for future flood problems that can (and have) severely damage farms and communities downstream.

It is my understanding that the Army Corps of Engineers has just completed their cost feasibility study with this project. With congressional approval, the Corps will then embark on a "Reconnaissance Study" to determine where and at what cost the dam could be built. Let me state for the record that I will continue my wholehearted support of this iniative, and if all studies are positive, this dam will add to the first-class waterway system enjoyed by all Alabamians.

Mr. Chairman, you have been very kind to the Alabama Waterways in the past, and it is my hope that you will continue to do so. Please let me reiterate my strong support for funding requests allowing continued improvements for both the Tri-Rivers and the Coosa-Alabama river systems. Let me also express my sincere desire to see the problems I have cited resolved quickly and equitably. The return on federal investment has been multiplied many times over in terms of the economic growth that these waterways have brought to Alabama, and to the entire southeast. It would be unconscionable to destroy this investment. Thank you.

Mr. BEVILL. Now, the Chair recognizes Congressman Sonny Callahan.

Mr. CALLAHAN. Thank you, and Happy Birthday to you.

Mr. DICKINSON. Is this it? Do you want to sing?

Mr. CALLAHAN. No, I don't. I have already sung.

Thank you, and Congresswoman Boggs. I appreciate the opportunity and I will submit my formal statement for the record.

Mr. BEVILL. Without objection, it will be made a part of the record.

Mr. CALLAHAN. We have an abundance of water resources in Alabama. Our rivers and harbor systems allow cargos to move efficiently and they have provided enjoyment through the recreational opportunities they afford us as citizens.

Along with the advantages of these resources come responsibilities. We in Congress are responsible for the stewardship of these assets, an obligation that has become difficult as Federal dollars have become scarce.

Mr. Chairman, you and your subcommittee colleagues are to be commended for the yeoman's duty you do each year to enhance our water system without violating budget constraints.

Let me add one other comment, too, that I have had the opportunity to work with your very able staff, and they are always most accommodating and most polite to me. It is a comfort to work with them, and I see many of them are here today, and I would like to inform you and your committee of the cooperation they give to us.

My formal statement includes specific funding recommendations for individual water projects in Alabama. I hope the subcommittee will give my views serious consideration. Many of these projects will be represented later this morning. I know their spokesmen will have compelling arguments and that the subcommittee will listen to their requests.

I want to mention several projects of special interest. The committee has funded a survey of the Bayou La Batre channel deepening project. The first phase will be completed in fiscal year 1991 if funded at the level requested by the President.

A deeper channel is vital to our offshore natural gas development and to our State and Nation's energy independence. I would also urge you to continue support for the reconnaissance study of Chickasaw Creek.

Mr. Chairman, as you know, the legislature is in session in Alabama, and they are considering a constitutional amendment that would provide the enabling act of a constitutional amendment that would provide for the matching of monies for the Bayou La Batre project. I am optimistic that that will be passed and ratified by the voters so the State will have their necessary share.

Finally, I want to thank you, Mr. Chairman, for the help you have given to make the Tenn-Tom Waterway a reality. This is very special to me. I was gratified by the President's strong endorsement of it. As you know, the President has requested $20 million in fiscal year 1991 to begin acquiring land for mitigation in Alabama and Mississippi.

Again, Mr. Chairman, and members of the committee, I thank you for permitting me the time to testify.

[The statement of Hon. Sonny Callahan follows:]

STATEMENT OF CONGRESSMAN SONNY CALLAHAN

BEFORE THE SUBCOMMITTEE ON ENERGY

AND WATER RESOURCES

HOUSE COMMITTEE ON APPROPRIATIONS

MARCH 27, 1990

Mr. Chairman, I am pleased to have this opportunity to appear here to support fiscal year 1991 funding of water resources development projects in the First Congressional District of Alabama and in other parts of the state and region.

The Bayou La Batre channel deepening project is of particular interest to me, and I urge the committee to approve the Corps' recommendation for $347,000 to complete the preconstruction, engineering and design phase of the project. The small community of Bayou La Batre is a major seafood center and has more recently become a critical site for offshore natural gas development. The natural gas reserves in Mobile Bay and offshore of our coastline are projected to be some of the largest fields discovered in the United States in recent years. Related activities have centered in Bayou La Batre which is, unfortunately, not well-equipped to handle shipping traffic. Better access is critical, and the channel deepening project will facilitate this activity for the benefit of the entire State of Alabama.

The President has requested $30,000 in fiscal year 1991 to complete the reconnaissance survey for the deepening of Chickasaw Creek. The Port of Chickasaw is a segment of the Mobile Harbor project which provides a 25-foot channel into Chickasaw Creek. There is a need to deepen the channel to 35 feet for three miles and the study will help us learn if this project will be feasible. I hope the committee will be able to provide $30,000 to complete the survey process.

Mr. Chairman, you are well aware of my keen interest in the Tennessee-Tombigbee Wildlife Mitigation program, and I thank you for the assistance you have given to get the project underway. This program differs from a typical Corps of Engineers mitigation project in two key ways. First, it directs that property may be purchased only from willing sellers. Currently, 18,000 acres are available from willing sellers in the Mobile-Tensaw River delta. Second, the program would be administered by state officials. I was very gratified that the President endorsed this program by requesting $20 million for the acquisition of property in Alabama and Mississippi. This mitigation plan is strongly supported by Alabama Governor Guy

Hunt and Alabama wildlife and conservation officials, by sportsmen, and by environmental groups. I request that the committee appropriate $20 million as the President proposed.

Several major construction projects are scheduled for continued funding in fiscal year 1991 and I urge the committee to approve the Corps budget requests for them. The Three Mile Creek flood control project in Mobile is extremely important to the residents of Mobile as the recent floods in our state have underscored. I hope the committee will support the $4 million request to continue this project's construction. I also support the $5.5 million request for construction of the Oliver Lock and Dam. Navigation improvements on the Black Warrior and Tombigbee System in the vicinity of Jackson, Alabama, are necessary. The Administration has requested $95,000 for this purpose, and I trust this amount will be approved.

The First Congressional District of Alabama is blessed with abundant water resources which support the livelihood of thousands of families and provide recreational benefits to our residents and visitors. Maintenance of these waterways is critical to the movement of commodities and enhances our efforts to reduce the United States trade deficit. I strongly encourage the committee to favorably consider the following requests for operation and maintenance funding for these and other projects in the State of Alabama:

Mobile Harbor: $20,806,000
Gulf Intracoastal Waterway: $7,539,000
Alabama-Coosa River System: $8,981,000
Black Warrior and Tombigbee Rivers: $22,982,000
Dauphin Island Bay: $541,000
Henry Lock and Dam: $3,727,000
Millers Ferry Lock and Dam: $6,607,000
Bayou La Batre: $679,000
Dog and Fowl Rivers: $429,000
Bayou Coden: $368,000
Perdido Pass Channel: $1,376,000
Tennessee-Tombigbee Waterway: $21,026,000

Again, I am pleased to have the chance to make my interests known. I commend the Chairman and subcommittee members for the fine work they perform for this nation and for the service I am confident they will continue to provide.

Mr. BEVILL. Thank you.

Mr. Harris?

Mr. HARRIS. Thank you.

I appreciate the opportunity to allow me to come before you and present this testimony on a very important issue, "the future of the Federal commitment to waterway infrastructure and development." These systems have been a vital part of our national development from the time of Robert Fulton and the steamboat until today's modern barge system.

Maintaining barge transportation systems has enhanced the ability of our Nation to move raw resources to harbor ports for export overseas. While a large part of modern barge freight consist of energy products such as coal, in Alabama we also use the Warrior-Tombigbee system to move timber, raw agriculture commodities and coal.

Alabama is one of the leading States in the Nation in softwood timber production, a resource in great demand in foreign markets. To properly market and exploit this resource, we will continue to use the barge river resources of our State.

Mr. Chairman, let me also take this opportunity to thank the Army Corps of Engineers for the work they are doing to manage and ensure the long-term viability of river resources. Across the State, in numerous projects, the Corps is playing a vital role in shipping, conservation and economic development, through making the river more accessible.

River accessibility is also a concern of Alabamians and tourists who seek to use the river for recreation. One of the complaints I hear most often from my constituents is that boat launches are being closed, washed away and not replaced, or are in poor condition. We must be sure that the Corps does not forget that Alabama's rivers are for its citizens to enjoy as well as for commercial use. I believe funding to help the Corps expand its role in river recreation projects and accessibility will greatly enhance the river's use.

I agree with Mr. Nichols' statement. The shortage of funds requested for O&M, which directly benefits the areas that I am speaking of, and certainly it is an inadequate funding, in my opinion.

I would also like to express my appreciation for the work that the Corps is currently doing at the Oliver Lock and Dam in Tuscaloosa. The modernization of this lock and dam will increase the efficiency of barge traffic on the Warrior.

Mr. Chairman, I would also like to commend you for your foresight in recommending to the Corps that a second independent study be commissioned on the impact of water diversion proposals on the Chattahoochee, and the other systems that you mentioned earlier. That will make sure they have fair and equitable access to our rivers.

Of course, much work is left to be done. Long-term problems on a number of our rivers exist, including the Coosa and the development of its economic and shipping potential and the Alabama, in the proper construction of dams and other reservoir projects, which would reduce flooding and loss of property and lives in high flood years.

Mr. Chairman, as you are aware, over 25 of Alabama's counties have currently been declared disaster areas despite the flood management efforts of Alabama Power and the Corps of Engineers. These floods, as much as "16 inches in additional rainfall in only a few days," have tragically taken lives, wiped out farm land, and destroyed conservation and topsoil erosion projects.

And finally, Mr. Chairman, I support your subcommittee's generous support of river and waterway management plans for our State. I hope you will take under full consideration the proposals that each of these outstanding Alabama organizations will place in the record today, and continue to fund them.

I know that you will continue to help as much as you can and where you can. Thank you for allowing me to come before you today.

[The statement of Hon. Claude Harris follows:]

"CLAUDE HARRIS
7TH DISTRICT, ALABAMA
COMMITTEE ON AGRICULTURE
SUBCOMMITTEES
LIVESTOCK, DAIRY AND POULTRY
CONSERVATION, CREDIT AND RURAL DEVELOPMENT
FORESTS, FAMILY FARMS, AND ENERGY
COMMITTEE ON VETERANS' AFFAIRS
SUBCOMMITTEES
HOUSING AND MEMORIAL AFFAIRS
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STATEMENT OF REP. CLAUDE HARRIS BEFORE
HOUSE SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
TUESDAY, MARCH 27, 1990

Mr. Chairman:

Thank you for allowing me to present testimony this morning before your committee on a very important issue, "the future of the federal commitment to waterway infrastructure and development." These systems have been a vital part of our national development from the time of Robert Fulton and the steamboat until today's modern barge system. Maintaining barge transportation systems has enhanced the ability of our nation to move raw resources to harbor ports for export overseas. While a large part of modern barge freight consist of energy products such as coal; in Alabama, we also use the Warrior Tombigbee System to move timber, raw agriculture commodities and coal. Alabama is one of the leading states in the nation in softwood timber production, a resource in great demand in foreign markets. To properly market and exploit this resource we will continue to use the barge river resources of our state.

Mr. Chairman, let me also take this opportunity to thank the Army Corp of Engineers for the work they are doing to manage and ensure the long term viability of river resources. Across the state in numerous projects the Corps is playing a vital role in shipping, conservation and economic development, through making the river more accessible. River accessibility is also a concern of Alabamians and tourists who seek to use the river for recreation. One of the complaints I hear most often from my constituents is that boat launches are being closed, washed away and not replaced, or are in poor condition. We must be sure that the Corps does not forget that Alabama's rivers are for its citizens to enjoy as well as for commercial use. I believe funding to help the Corps expand its role in river recreation projects and accessibility will greatly enhance the river's use.

I would also like to express my appreciation for the work that the Corps is currently doing at the Oliver Lock and Dam in Tuscaloosa. The modernization of this lock and dam will increase the efficiency of barge traffic on the Warrior. Mr. Chairman, I would also like to commend you for your foresight in recommending to the Corp that a second independent study be commissioned on the impact of water diversion proposals on the Chattahoochee. This should ensure that all residents of the Chattahoochee river basin will have fair and equitable access to the river's resources.

Of course, much work is left to be done. Long term problems on a number of our rivers exist, including the Coosa and the development of its economic and shipping potential and the Alabama, in the proper construction of dams and other reservoir projects, which should reduce flooding and loss of property and lives in high flood years. Mr. Chairman, as you are aware, over 25 of Alabama's counties have currently been declared disaster areas despite the flood management efforts of Alabama Power and the Corps of Engineers. These floods - as much as "16 inches in additional rainfall in only a few days" - have tragically taken lives, wiped out farm land, and destroyed conservation and topsoil erosion projects.

Finally, Mr. Chairman I support your subcommittee's generous support of river and waterway management plans for our state. I hope you will take under full consideration the proposals that each of these outstanding Alabama organizations will place in the record today, and continue to fund them.

Thank you, Mr. Chairman.

Mr. BEVILL. Thank you, Mr. Harris, for your fine statement. We appreciate the unanimous support we get out of the entire Alabama delegation on these projects. Some of the members are tied up with their own committee hearings and participating in other matters right now, but they have provided statements, which we will enter in the record. Those who can will be coming and testifying.

Thank you very much.

[The statements of Members of the Alabama Congressional Delegation follow:]

Hearing Speech

Senator Howell Heflin

Funds for the Alabama Waterway Projects

Fiscal Year 1991

March 27, 1990

Mr. Chairman, as you and the other members of this committee know, I have a deep and abiding interest in the development of the waterway resources in Alabama and our nation. I appreciate the opportunity to appear before you today and join with spokesmen from the Alabama River Development Associations in support of funds for the continued and orderly development of water resources in Alabama.

Because of our crowded agenda, my remarks will be brief. It will be much more beneficial to this committee to receive the views and recommendations of those here today from the Alabama Waterway Development Authorities who have traveled here to present their cases to you on behalf of their respective waterway systems. This group is dedicated to the principle that the citizens of Alabama and the nation will realize and benefit from the continuing developmental

potential of Alabama's rivers and other water resources. I warmly commend their testimonies to you.

Mr. Chairman, water is our state's richest and most abundant natural resource. In fact, Alabama is blessed with more miles of navigable waterways than any other state in the nation.

As this committee is well aware, inland waterways are a vital component of America's transportation infrastructure. The availability of the efficient and reliable barge service is extremely important to the viability of key sectors of the U.S. economy and certainly the economy of Alabama. The economic livelihood of certain geographical areas may well depend on transportation efficiencies which only waterways can offer in delivery of raw and vital materials, access to distant markets, economies of scale and/or water compelled freight rates. For all of these reasons and more, there is clearly a broad public interest in the inland waterway systems which justifies the request for continued federal participation.

All of the projects for which we are seeking funds will serve several purposes at once; namely, better economic opportunities, more recreational opportunities, more jobs and a better standard of living. Indeed, the overall quality of life in our state and elsewhere will be enhanced

if we fund these projects and bring them to complete fruition.

I would like to make another important point. Rail rates on grain from the midwest continue to be lower since the opening of the Tennessee-Tombigbee Waterway. Waterways provide a competitive alternative for shippers. Not only that, waterways provide efficient transportation productivity which lowers inflation and tends to ease upward pressure on the deficit. That is why we must support and improve our waterways as an important investment in America.

There is one other area I would like to address.

Recent proposals for water reallocation by the Army Corps of Engineers to serve the growing needs of the Atlanta metropolitan area have aroused considerable concern from the downstream users of the affected water systems. At the request of Congressman Tom Bevill, the Corps has developed plans for a four-year water resources study for two of the river basins involved. The reallocation proposal is now essentially on hold for three years, but negotiations are continuing. One of the aims of the Corps is to work with Alabama, Florida and Georgia to develop a framework to resolve disputes over water rights in the Chattahoochee and Coosa River basins before they become so severe that reasonable negotiations are difficult. While we have this

time, I encourage respective states to continue their efforts to establish a permanent mechanism for the settlement of future allocation proposals so that the collective rights of all users are protected. A federal chartered tri-state water compact similar to the Tennessee-Tombigbee Waterway Authority would be a model to follow in these efforts.

I am most grateful to this committee for its interest in the full development of the water resources in Alabama. In Alabama, there have been billions of dollars in non-federal, water-related developments over the past five years. Along the Tennessee-Tombigbee Waterway regional corridor, private investment has exceeded $2 billion since its dedication. This is evidence that the federal funds allocated by this committee are surely true investments. With your continued help, the developments will return rich dividends to our citizens and will confirm the faith and high expectations of this committee.

Thank you, Mr. Chairman.

Hearing Speech

Senator Howell Heflin

FUNDS FOR THE COOSA-ALABAMA WATERWAY AND MOBILE HARBOR

FISCAL YEAR 1991

March 27, 1990

Mr. Chairman, thank you for this opportunity to again appear before this committee on behalf of funds for the Coosa-Alabama Waterway and Mobile Harbor.

Again, because of your crowded agenda, my remarks will be brief. I hope you will give every consideration to the requests today from the members of the Coosa-Alabama Waterway.

The Coosa-Alabama River Improvement Association has three main objectives: (1) Maintaining the Alabama River as a viable waterway; (2) Continuing the deepening of the Mobile Harbor to accommodate the largest ocean-going vessels, and: (3) Opening the Coosa River for navigation. To accomplish these objectives, I support the association's request for $33,193,000 for FY1991, which includes operations and maintenance and construction.

Mr. Chairman, I would like to take some time today to discuss the status of the following projects:

(1) Lower Alabama Rehabilitation Project -- The project is nearing completion. Lowering the dredge reference profile and the rock removal (135,000 cubic yards) are complete. Phase I of the training dike work (Mile 9 and 42) is complete. Phase II (Mile 43 and 49) should be complete by June, 1990. Phase III is now out for bid.

(2) Deepening of Mobile Harbor -- Although the scheduled completion date is May, 1990, the dredging is forecast to be completed prior to that time. Presently, the project is 98% complete.

(3) The update on the Coosa River Navigation project requested two years ago is nearing completion and is expected in May, 1990.

Mr. Chairman, I urge you and the other members of the committee to approve the requests presented today by the Coosa-Alabama River Improvement Association.

Thank you, Mr. Chairman.

Hearing Speech

Senator Howell Heflin

Funds for the Warrior-Tombigbee Waterway

Fiscal Year 1991

March 27, 1990

Mr. Chairman, I would like to thank you for this opportunity to again appear before the committee on behalf of funds for the Warrior-Tombigbee Waterway.

It is my understanding that under the appropriations items for Operations & Maintenance the Corps has been permitted to include in its budget request only $9,300,000.

Mr. Chairman, the $9.3 million will not cover minimum day-to-day operations, and will not support an on-going program to correct long-standing deficiencies. For example, I understand that there are actions which have been going on incrementally for several years, designed to increase the efficiency of dredge material disposal and reduce recurring shoaling. Without additional funds, these actions would have to be deferred or even terminated. Orderly continuation of these projects is essential to ensure the

efficiency and reliability of the waterway, and this will surely reduce future maintenance costs.

Mr. Chairman, those at the Warrior-Tombigbee Development Association feel that this need is at least the amount expended in 1989 and 1990, which should be $13.4 million, but they feel that the Corps will not be permitted to ask for the full amount needed. I would like to show my support, for the record, for sufficient Additional Capability funding to permit the orderly and efficient continuation of on-going channel efficiency projects.

The importance of these projects, Mr. Chairman, was demonstrated vividly during the summer of 1988, when drought conditions on the Mississippi River resulted in tonnage being more than double any prior experience on the Warrior Tombigbee Waterway between Demopolis and Mobile. The flood conditions which occurred in 1989 and early 1990 will cause shoaling and channel work, clearly requiring the funding level I am requesting.

The second appropriation item which I would like to support today is a request for $5.5 million for the new Oliver Lock. This amount, although substantially lower than the prior year, will support the orderly and timely continuation of contracts and the accompanying work to replace the one remaining substandard lock on the Warrior-

Tombigbee Waterway. Appropriations of the full $2.75 million is essential as the amount will be matched with $2.75 million from the Inland Waterways Trust Fund to provide the total $5.5 million required for FY1991. At this time, construction progress is excellent, and with this funding, we expect the progress to continue, and to begin to use the new lock late in 1991, with final project completion some 15 to 18 months later.

Ironically, Mr. Chairman, the Oliver Lock and Dam was the first structure constructed under the Modernization Program which contemplated the construction of 5 new locks and dams to replace the original system of 17 dams and 18 locks with the exception of the uppermost structure in the system, namely, the John Hollis Bankhead Lock and Dam. Time and progress, however, have made the Oliver Lock obsolete as evidenced by the chronic barge congestion at the lock whose dimensions are only 95ft X 460ft. A new lock with standard dimensions is urgently needed if traffic on this busy river system is to continue unimpeded.

I urge the committee to approve the request that I and members of the Warrior-Tombigbee Development Association have set forth today.

Thank you, Mr. Chairman.

Hearing Speech

Senator Howell Heflin

Funds for the Apalachicola-Chattahoochee-Flint Waterway

Fiscal Year 1991

March 27, 1990

Mr. Chairman, today I would like to respectfully request that you appropriate the funds requested in the President's budget for the Operation and Maintenance of four multi-purpose dams on the Apalachicola-Chattahoochee-Flint (ACF) Waterway system, including the following:

Jim Woodruff Lock, Dam and Lake Seminole	$4,169,000
Buford Lock, Dam and Lake Sidney Lanier	$5,707,000
Walter F. George Lock, Dam and Lake	$5,460,000
West Point Dam and Lake	$4,908,000

A continuation of the Operation and Maintenance funding for the Apalachicola-Chattahoochee-Flint Inland Waterway and

river system is vital. Without this funding, navigation on the inland water system is not fully operational.

George Andrews Lock and Dam $3,776,000

As you will hear in the testimony given today by Phillip Hornsby, President of the Tri-Rivers System, there are six public ports along the ACF Waterway representing an investment of more than $15 million. Moreover, there are millions of additional dollars invested in private facilities and industrial operations. Continued increases in commercial tonnage are expected with growth projected in the 20-30% range.

I hope you will give every consideration possible to the requests today of those who are here to represent the Tri-Rivers System, including Mr. Phillip Hornsby.

I thank you, Mr. Chairman.

Hearing Speech

Senator Howell Heflin

FUNDS FOR THE TENNESSEE-TOMBIGBEE WATERWAY DEVELOPMENT AUTHORITY

Fiscal Year 1991

March 27, 1990

Mr. Chairman, I am pleased to say that 1989 was another year of confirmation for the development of the Tennessee-Tombigbee Waterway. Commerce has now exceeded 25 million tons, since the 1985 dedication. Private investment exceeds $2 billion in the multi-state Tenn-Tom corridor and will show another significant increase of over $500 million with the completion of the NASA Advanced Solid Rocket Motor facility at Yellow Creek. The ground breaking of this facility will be April 10, 1990.

Not only that, Mr. Chairman, the Tenn-Tom received national recognition as a viable route between the deepwater ports along the Gulf and mid-American during the 1988 summer drought. The TVA system also was recognized in 1988 when

the Tennessee River was able to provide a guaranteed flow of 18,000 cubic feet per second to the lower Mississippi, and this resulted in a 3-foot stage increase at Cairo, Illinois.

Many companies are discovering the benefits of using the water system of the Tenn-Tom for movements of northbound commerce. These companies are realizing the savings from shipping by water instead of using other methods of transport.

Mr. Chairman, while much progress has been made on the Tenn-Tom, there is still more to do. Some counties within the Tenn-Tom Corridor have not yet enjoyed the economic opportunities offered by the waterway. Appropriations for FY1990 were $19.7 million, but it appears, at this time, that only $13.4 million of these funds have been made available for Operations and Maintenance. A request of $14.4 million is expected. I urge the committee to insure that our investment be protected with adequate O&M funds. FY1990 funds should be restored to $19.7 and for FY1991, I request that same level of funding.

The states of Alabama, Mississippi, Kentucky and Tennessee have joined the Authority to initiate an economic development strategy for these counties. This strategy will focus on assisting about 50 counties in the four states to improve their economic well-being.

Mr. Chairman, I would like to respectfully request that this committee continue to fund the TVA and ARC development programs at or above this year's level. Under the Wildlife Mitigation Program for wetlands acquisition, I support the $20 million request for the purchase of wetlands from willing sellers as negotiated by the Corps.

Those testifying here today from the Tennessee-Tombigbee Waterway have other requests as well. I hope you will give these requests every consideration.

Thank you, Mr. Chairman.

STATEMENT OF SENATOR RICHARD C. SHELBY
ON BEHALF OF THE WARRIOR-TOMBIGBEE WATERWAY SYSTEM
BEFORE THE HOUSE APPROPRIATIONS SUBCOMMITTEE
FOR ENERGY AND WATER DEVELOPMENT
MARCH 27, 1990

Mr. Chairman, I appreciate the opportunity to appear before you today on behalf of Alabama's Warrior-Tombigbee Waterway System.

Efficient and reliable transportation of freight on our nation's inland and intracoastal waterways is of growing importance to America's economy. Navigable waterways now directly serve 41 states, representing more than 90 percent of this country's population. The growing reliability of barge transportation, which is ideally suited to high-tonnage shipments of bulk commodities and fuels, is only one facet of the importance of these waterways.

Several thousand farmers from more than twenty Alabama and Mississippi counties ship their grain via the Waterway to the Port of Mobile for export. Other commodities moving through the Warrior-Tombigbee include coal, steel, wood products and various ores, crude and fuel oils, chemicals and aggregates. Thousands of Alabama jobs are provided in the mining, manufacturing, processing, construction and farming enterprises which are so heavily dependent upon Waterway transportation.

The FY 1991 operations and maintenance budget request made by the Corps of Engineers for the Warrior-Tombigbee is $9.3 million. Mr. Chairman, it has been brought to my attention that the $9.3 million request will neither cover day-to-day operations nor will it support an on-going program to correct long-standing deficiencies. For example, there have been incremental actions for several years which are designed to increase the efficiency of dredge material disposal and reduce recurring shoaling. Without additional funds, these activities would have to be deferred or possible terminated. Orderly continuation of these projects is essential to ensure the efficiency and reliability of the waterway. I ask your consideration of an additional $4 million in capability O&M funding to ensure that the FY`91 O&M program will be allotted at least the same amounts expended in 1989 and 1990.

A second appropriation item for FY 1991 is for new construction. The Corps has requested $5.5 million for the new Oliver Lock. This amount will support the orderly and timely continuation of contracts and the accompanying work to replace this one remaining substandard lock on the Warrior-Tombigbee Waterway. Appropriation of the full $2.75 million is essential as this amount will be matched with $2.75 million from the Inland Waterways Trust Fund to provide the total $5.5 million required for FY`91.

I thank you Mr. Chairman for the opportunity to appear before this distinguished committee on behalf of the Warrior-Tombigbee Waterway System. The Waterway is of utmost economic value to Alabama and continues to gain status in the eyes of the rest of the nation. I urge the committee to continue full funding for the Warrior-Tombigbee Waterway project.

GLEN BROWDER
3rd District, Alabama

COMMITTEE ON ARMED SERVICES
COMMITTEE ON SCIENCE, SPACE, AND TECHNOLOGY

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March 26, 1990

The Honorable Tom Bevill
Chairman
Subcommittee on Appropriations
for Energy and Water Development
2362 Rayburn House Office Building
Washington, D.C. 20515

Dear Mr. Chairman:

Thank you for this opportunity to report to the House Subcommittee on Appropriations for Energy and Water Development.

Mr. Chairman, as a fellow Alabamian you know of the important role our state's waterways play in the regional economy of the Southeast. Your fellow committee members, however, may be unaware of how important rivers and river commerce are to Alabama. An expression of that importance can be found in our state's Great Seal. It does not include on its face symbols of social ideals, nor heroes. It is not a seal that speaks of our state's history or abundant natural beauty. Instead, it is a simple map of the state showing the flows of the Coosa, the Alabama, the Tombigbee, the Black Warrior, the Tennessee, the Mobile, the Tensaw, the Tallapoosa, the Escambia, the Conecuh, the Pea, and the Choctawhatchee rivers. The Great Seal is an elegant reminder that Alabama has more miles of navigable waterways than any other state in the Union. And, because these rivers carry commerce from the industrial interior of the Eastern United States to the Gulf of Mexico, they are not just Alabama's, but a resource to the nation. It is that national resource that I am asking your committee to view favorably as you set appropriation levels for waterway maintenance and improvement.

I will leave the specifics on what needs to be done to ensure continued access to and use of our waterways to the Associations which will testify today. I ask you to weigh their testimony carefully in light of the importance of our waterways to the national economy. While they may speak for river systems within Alabama, they are addressing issues of interstate commerce and Congress has no more appropriate role than this: to ensure the flow of commerce between states.

The Honorable Tom Bevill
Page 2
March 26, 1990

Thank you again for your consideration.

Sincerely,

Glen Browder
Member of Congress

GB/dp

STATEMENT OF THE

HONORABLE BEN ERDREICH

BEFORE THE SUBCOMMITTEE ON ENERGY AND WATER RESOURCES

TUESDAY, MARCH 27, 1990

Mr. Chairman and Subcommittee members, I want to express my support for the Army Corps of Engineers' request of $64,000 to fund the Federal share of the FY 91 feasibility study for the Valley Creek flood control project in Jefferson County. Because the feasibility studies are cost-shared on a 50-50 basis, Jefferson County and the affected municipalities will contribute an equal amount to this study. The people of Jefferson County and the municipalities involved have followed this project with interest since the Corps began its study in 1984, and feel that the project is well worth their investment.

Valley Creek has had a long history of serious flooding along an eighteen-mile stretch west of the City of Birmingham. So much, in fact, it received a Presidential Declaration of Disaster for flooding in 1983. The Corps of Engineers estimates that the annual cost of damage to the area due to flooding is $8.5 million. The people of Jefferson County and the municipalities involved in this project are grateful to this Subcommittee for its support of the Valley Creek feasibility study. With your continued support, the Corps of Engineers will continue making progress in identifying a feasible way to stop the flooding along Valley Creek.

I would also like to express my support for the Army Corps of Engineers' request of $3 million for construction of the Village Creek flood control project. The project is vital to relieving the constant flooding of neighborhoods and businesses in and around the City of Birmingham. In addition, the City of Birmingham needs relief from the flooding of Village Creek that threatens the city's airport modernization plans. The City of Birmingham has cooperated extremely well with the Corps in all aspects of the project and has enthusiastically funded their portion of the cost-sharing arrangement. With the completion of the project, Village Creek can become a benefit to the city, through recreational use of the surrounding area, instead of the current liability.

In addition I would like to express support for the Warrior-Tombigbee Development Association's much needed request for an additional $4 million in O & M funding, and $5.5 million for completion of the new Oliver Lock. The Corps of Engineers has requested $9.3 million for O & M. This amount will not cover the minimum day-to-day operations, nor support an on-going program to correct long-standing deficiencies in the Warrior-Tombigbee system. The additional $4 million for the O & M will increase the efficiency of dredge material disposal and reduce recurring shoaling, both needed to efficiently service the more than 20 million tons of traffic which annually use the Warrior-Tombigbee Waterway.

The $5.5 million needed for the completion of the Oliver Lock is on a 50-50 matching basis with the Federal Government and the Inland Waterways Trust Fund providing $2.75 million each. With the completion of the Lock in late 1991, the Warrior-Tombigbee Waterway will have a system of modern and standard-sized locks throughout its length. The Federal investment in the modernization of the Warrior-Tombigbee Waterway has directly contributed to the increased shipment of coal, iron ore, wood and agricultural products, as well as steel. Over $2 billion in non-Federal water-related developments have begun because of the modernization of the Warrior-Tombigbee. This investment has meant an increase in thousands of jobs and further development of private enterprises seeking to take advantage of the Warrior-Tombigbee. The efficiency and reliability of the waterway will be significant factors in the competitiveness of these new facilities.

I would like to thank the Subcommittee and its members for consideration of these projects which are so vital to my district and to Alabama.

STATEMENT OF THE
HONORABLE RONNIE G. FLIPPO
BEFORE THE ENERGY AND WATER APPROPRIATIONS SUBCOMMITTEE
MARCH 27, 1990

The Coosa-Alabama Waterway

Mr. Chairman, distinguished colleagues. I want to thank you for the opportunity to come before you today in support of the FY1991 appropriations request for the Coosa-Alabama Waterway.

My home state of Alabama is an area rich in natural resources and blessed with the most extensive system of navigable waterways of any state in the U.S. This combination of factors along with the location of a modern major port at Mobile, makes the use of waterways for transporting coal and agricultural products a naturally efficient and highly desirable part of the region's economy.

The development of these natural resources and their transport by waterways both for domestic consumption and for export to foreign markets, is a valuable part of our nation's economy and contributes to a more favorable U.S. trade balance.

The Coosa-Alabama is an important part of an integrated system of waterways in Alabama and throughout the nation which provide efficient and reliable transportation for a wide range of users. The completion of the project to deepen the Port of Mobile, scheduled for May of 1990, will be a significant benefit to shippers using the Coosa-Alabama for agricultural and natural

resource products. Your committee's support of this project over the years is deeply appreciated by the people of Alabama.

I would like to express my appreciation to the committee for your wise oversight of the problems associated with water resource allocations. As you know, there are many users and many interests affected by such decisions and it is my hope that these problems can be equitably resolved so that every state and region can share in the full benefits our rivers and waterways provide for the nation.

I want to acknowledge the effort which has been put forth by the members of the Coosa-Alabama River Improvement Association each year in support of this waterway. I know the members of this committee are well aware of their good work and I am pleased to have this opportunity to support their efforts.

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STATEMENT OF THE
HONORABLE RONNIE G. FLIPPO
OF ALABAMA
BEFORE THE ENERGY AND WATER APPROPRIATIONS SUBCOMMITTEE
MARCH 27, 1990

The Warrior-Tombigbee Waterway

Mr. Chairman, distinguished colleagues. I appreciate the opportunity to offer my comments on the importance of the Warrior-Tombigbee Waterway to our nation's economic well-being and the continued need for your committee's support of this important project.

A critical element of our ability to compete in the international marketplace is the development of efficient and reliable means of transporting raw materials and goods. The availability of waterway transportation is particularly important to key segments of our economy such as agriculture and energy. In my home state of Alabama, energy resources account for nearly two-thirds of the shipments on Alabama waterways.

Alabama is blessed with an extensive system of inland waterways which connect the agricultural and coal producing areas of the state with a modern port in Mobile. The busiest and most developed of these waterways is the Warrior-Tombigbee which connects the Warrior basin, estimated to contain as much as 10% of our nation's coal reserves, with the port of Mobile.

When the Congress decided to fund the modernization of the Warrior-Tombigbee during the 1950's, data was presented which

showed the federal commitment would be justified if shipments reached 8 million tons annually by 1980. Shipments exceeded the 8 million ton level by 1966 and have now reached close to 20 million tons annually, even with a soft market for coal exports. The drought of 1988 boosted traffic on the Warrior-Tombigbee to record levels as shipments on the Mississippi River ground to a halt, which serves to underscore the need for improvements requested to make the waterway more efficient.

The federal stake in the development of the Warrior-Tombigbee has spawned more than $2 billion in non-federal water-related developments in the Warrior-Tombigbee area in the past five years alone. This is ample testimony to the importance of the waterway to economic development and to the need for a continuing federal commitment to waterway improvements.

The Oliver Lock and Dam, scheduled for completion in 1991, is the last of a series of six modern and standardized locks which have been built since 1954. The building of this modern system of locks has resulted in a ten-fold increase in shipping tonnage since the waterway was established.

In closing, I want to commend the members of this subcommittee for your dedication and commitment to America's waterway system, a commitment which began in 1824. The Warrior-Tombigbee is an important element of this system and I urge your support for the FY1991 appropriations request.

TUESDAY, MARCH 27, 1990.

ALABAMA-COOSA WATERWAY

WITNESSES

J. T. "TOM" McKENZIE, PRESIDENT, COOSA-ALABAMA RIVER IMPROVEMENT ASSOCIATION, INC., GADSDEN, AL

COL. RALPH O. CLEMENS, JR., EXECUTIVE VICE PRESIDENT, COOSA-ALABAMA RIVER IMPROVEMENT ASSOCIATION, INC., MONTGOMERY, AL

HON. SUE L. GLIDEWELL, MAYOR OF RAINBOW CITY, AL

Mr. BEVILL. Next we have Mr. Ralph Clemens. The Chair recognizes you. Colonel Clemens, you may proceed as you wish. Your regular prepared statement will be submitted for the record, and we will not fuss at you at all if your speech is brief.

Colonel CLEMENS. Thank you. I appreciate that. We will speed it up, sir.

Thank you very much for allowing us to come before you. Mrs. Boggs, good to see you, ma'am. May I take the liberty, Mr. Chairman, of introducing the newest member of this organization, the Coosa-Alabama River Improvement Association, Phillip Thomas. He is right there.

Mr. BEVILL. Well, that infant will represent your next 100 years. Your association has just celebrated its 100th birthday.

Colonel CLEMENS. Yes, sir, we are pressing down and starting early.

Mr. BEVILL. We want to make sure to get his name in the record, because he will be the youngest member we have.

Colonel CLEMENS. Mayor Sue Glidewell of Rainbow City; Mr. Tom McKenzie, the President of the Association and myself will offer brief statements this morning.

Ms. GLIDEWELL. It was my pleasure to be with your wife once on her birthday, and we appreciate those of you who served like that and don't even let your personal life interfere with your work here, where you represent us well.

I am Mayor of Rainbow City, and Chairman of the Alabama League of Municipalities' Committee on Energy, Environment and Natural Resources. I represent the League at that level. I also have been very supportive of the Coosa-Alabama River Improvement Association, as you know, for a number of years, and the fine job that they do there to protect our water rights. I support them.

As you know, there are no new sources of water, so we must learn to manage the source of supply that we have, that met our needs in the past, and which we see a threat in the future. At present, of course, we are in no danger, because of the abundance of rainfall that we have had. Water, water everywhere.

But should we return to the drought situation that prevailed in the eighties, in 1986 and 1987, we would not then know what could happen to Coosa River, which would be if we had a reduction in water levels at Lake Allatoona in Georgia. This would pose a serious threat to the 104,000 citizens to reside in the county where I live and serve.

We depend on the Coosa for our source of supply. I was real proud to hear Congressman Harris speak of recreation projects

along the river, because we are now in our corner of the world developing a recreation project of which we are very proud. We have invested some $80,000, which is a large amount of money for my small city, and we hope to be opening this recreation project on Memorial Day weekend.

The Corps of Engineers, of course, has been very helpful, along with the Power Company and the State Highway Department. They came in on a beautiful location there at the southside bridge, and we already have our boat launch opened.

I am pleased to tell you that it did not get underwater during the flood four weeks ago. We were very fortunate—I think my recreation director stayed up all night to protect it, but it did stand up well under the flooding conditions and we will be opening the piers, the picnic area and the entire project probably Memorial Weekend, and you are all invited to be there. Jim Martin will dedicate it. He is with the Alabama Department of Natural Resources. He won't hug my neck any more because he says every time he does, it costs him money. He has been very supportive of our project, and he will be there to dedicate it.

We would like to invite you to be there. There are three groups of people in this world. The group that makes things happen, the other group that stands by and watches things happen, and then that group that waits too late and says, what happened?

I believe you are in that first group, that you are the people that make things happen. You always have for the State of Alabama. You have always watched over us and I am confident that you can and will do that in the future.

I thank you for the opportunity to appear before you this morning.

Mr. BEVILL. Now I know why you hugged my neck this morning.

Ms. GLIDEWELL. I didn't ask for any money.

Mr. BEVILL. Mr. McKenzie?

Mr. MCKENZIE. Mr. Chairman and Congresswoman Boggs, we appreciate the opportunity to appear before you here, as we have many times before. As President of the Coosa-Alabama River Improvement Association, I speak for a large and diverse group of citizens of our State, some of whom are directly involved with the waterway, and others who are involved to some degree and are affected either second or third degree economically by it.

We have a lot of people who are involved in this association and who have an interest in its economic development. A lot of our members also are people who are involved with the elected officials in the county and cities along the waterway.

We thank you for your support in the past. Our request today covers work on the waterway system, which originates in northwest Georgia in the Rome area, and flows cross the State to Mobile Harbor.

Funds are needed for operation and maintenance on the Coosa-Alabama River, including the Claiborne Lock and Dam, Millers Ferry Lock and Dam, Robert F. Henry Lock and Dam, Mobile Harbor and Port, and the Allatoona Lake and Carter's Lake in Georgia. The specifics of these requests are included in our written testimony.

Mr. Chairman, due in large part to your efforts, the lower Alabama rehabilitation problem is rapidly nearing completion. The training dikes in phase one has been completed. Phase 2 is almost completed, and I believe phase 3 is our for bids now.

You, of course, are aware that one of our Association's major objectives is the Coosa River Navigation Project, all the way. Of course, we are a long ways from getting it up the river. You know that history, so I won't bother you with that.

At this time, with all the events in Eastern Europe and Central America and the mixed signals from the economy, we know it is a difficult time for the administration and Congress. So, we realize that this is probably not the best time to press for the completion of the navigation up on the upper end of the river, but we want you to know that it remains high in our priorities.

In like vein, the Association membership, as well as other small tributary colleagues have expressed concerns that the Act of 1986 is nurturing a philosophy which may act to the disadvantage of the rivers, such as the Coosa.

The underlying problem is under present rules, States and localities are being asked to ensure the presence of large industries along their prospective waterways so as to share substantial cost-benefit ratio before the project could even get off the ground.

Unless the Water Resources Development Act of 1986 is modified, areas of the country which are muddling along in economic mediocrity would remain that way, while parts of the Nation that are thriving would grow more prosperous.

So, we are concerned about the rich get richer aspect of the law, and believe that some appropriate fine-tuning would be in order.

It was mentioned that our Association is just completing 100 years of service to State and Nation, and we look forward to another 100 perhaps. We are eager to get more things done.

We realize that there is a lot of things in the way, and we are going to stay after it. One of the things that has been mentioned already that does concern us is the water reallocation problem.

We need to work with you and with other States on that, and we think that is the only way that it can be solved is the three States getting together; Georgia, Alabama and Florida, and trying to get some mutual resolution to the problem. We appreciate the studies that you have already gotten underway in the Corps, and realize that won't get completed overnight, but we believe that that is the answer, to find not only the long-range needs of the Atlanta area, but our long-range needs really, and some of those haven't been addressed up until now.

The men and women who join me in offering testimony today hope that you will lend your might and credibility to ensure that the Federal Government will improve and maintain the Alabama River and continue the rehabilitation project which I mentioned above; continue maintaining and deepening Mobile Harbor; open the Coosa River to navigation and into Rome when the time is right; amend the Water Resources Development Act of 1986, as I just mentioned; and continue the effort to accurately determine the availability and needs of Southeastern water.

If legislation is necessary to assure that a compact is formed between the three States, so that something practical can come out of this long-range problem. We appreciate your efforts in the past. You certainly have our sincere appreciation for your support and all of the committee, not only on behalf of Alabama, but the things that you have done for the Southeast and certainly for the Nation.

This concern that you have shown in the past continues to give hope to those of us who hope to have the vision to plan for the future. We appreciate the time you have allotted to us to appear before you, and Happy Birthday, Mr. Chairman.

Mr. BEVILL. Thank you, Mr. McKenzie.

The first budget that President Reagan sent to Congress asked us to close the Alabama River and 12 others. We in the Congress, didn't consider that good advice, so we didn't take that advice and none of them were closed. We still have those navigable waterways, because they are important for the future industrial development of many parts of the country, including, of course, Montgomery and the Alabama River and Gadsden, as well as others.

So, we thank each of you for your fine testimony. Colonel Clemens, did you also have a statement to make?

Colonel CLEMENS. Very brief, sir, 30 seconds. I am happy to announce—although I can't disclose who it is going to be, because at this time, they wish to remain anonymous—that we will start regular commodity shipments from Mobile to Montgomery, 305 miles up to the capital city on a regular basis, beginning next month.

As soon as I am released from my promise to them, I will call you up and fill you in on the details. That is the beginning of what we are trying to do.

Mr. BEVILL. That is good. I noticed that two States have started moving their National Guard units on the waterways, and the cost of transportation was one-fourth the costs that they had been incurring, so they saved millions of dollars. I think that the word is getting around more and more.

Colonel CLEMENS. On the Reallocation Supply Act of 1958, the Army has interpreted that Act to give them the authority to have water storage. We have a very deep concern about that, as you probably already know. It is contained in here. We would ask that you and the committee take a very careful look at that, perhaps with the idea of revisiting that act and bringing that reallocation authority back to the representatives of the people as opposed to a functionary of the Administration.

Mr. BEVILL. Thank each of you.

Mayor Glidewell, we appreciate your fine statement. You mentioned Conservation Director of Alabama, Jim Martin. He has been very helpful, too, you know, in my efforts to get this study done over in the River Canyon area. He has been very instrumental in that, and doing a good job in assisting us, getting the information needed at the Federal level.

I see his good Chief of the Fish and Game, my old friend Charles Kelly, who is going to be talking about mitigation here shortly. We are glad to have you with us. We look forward to hearing you in a little while. He was talking to me about mitigation and what we needed down there at least a year ago, and I was glad that the President several months later came out and asked for mitigation funds in the budget.

So that worked out real well. Thank you very much.

[The statements concerning Alabama-Coosa Waterway follow:]

COOSA-ALABAMA RIVER IMPROVEMENT ASSOCIATION'S DELEGATION
APPEARING BEFORE THE HOUSE SUBCOMMITTEE ON APPROPRIATIONS
FOR ENEPGY AND WATER DEVELOPMENT HEARINGS ON MARCH 27, 1990

1. J. T. "Tom" McKenzie, Pres., CARI Association, Gadsden, AL
2. Walter B. Stevenson, Jr., St. of AL-ADECA. Montgomery, AL
3. Mayor Sue L. Glidewell, Rainbow City, Alabama
4. Colonel Ralph O. Clemens, Jr., EVP, CARI Assoc., Montgomery, AL
5. Judge Otha Lee Biggs, Monroe County, Monroeville, AL
6. Sheldon L. Morgan, Sr. VP-First AL Bank, Mobile, AL
7. John B. Dutton, Director, AL State Docks Department, Mobile. AL
8. Ada W. Paravicini, Adm. Asst., CARI Association, Montgomery, AL
9. Billy Ray Williams, Commissioner, Etowah County, Gadsden, AL
10. Roger C. Ellison, Engineer, Etowah County, Gadsden, AL
11. John L. McCarron, Pres.&CEO, Ryan-Walsh, Inc., Mobile, AL
12. Phillip A. Sanguinetti, Pres., The Anniston Star, Anniston, AL
13. Victor W. Cross, EVP, Gadsden-Etowah Cham. of Comm., Gadsden, AL
14. Marion M. Sanford, City Council, Wetumpka, AL
15. Velma Gober, CMC, City of Wetumpka, Wetumpka, AL
16. Catherine S. Sanford City Council, Wetumpka, AL
17. Richard T. Dorjer Montgomery Marina, Montgomery, AL
18. Chris D. Thomas, Businesswoman, Washington, D.C.
19. Phillip Dorjer Thomas (infant), Washington, D.C.

LIST OF STATEMENTS REQUESTING APPROPRIATIONS FOR FISCAL YEAR 1991
FOR PROJECTS ON THE ALABAMA-COOSA SYSTEM
SUBMITTED FOR RECORD AND FILE OF THE HOUSE SUBCOMMITTEE ON
APPROPRIATIONS FOR ENERGY AND WATER DEVELOPMENT HEARINGS 10:00 A. M.
MARCH 27, 1990

1. Coosa-Alabama River Improvement Association, Inc., Montgomery, AL
2. Honorable Guy Hunt, Governor-State of Alabama, Montgomery, AL
3. Alabama Power Co., Elmer B. Harris, Pres.& CEO, Birmingham, AL
4. Southern Company Services, Inc., R. G. Dawson, VP, Birmingham, AL
5. Alabama State Docks Department, J. B. Dutton, Dir., Mobile, AL
6. Mississippi Chemical Corporation, Yazoo City, Mississippi
7. Dravo Basic Materials Company, Inc., Mobile, AL
8. Parker Towing Company, Inc., Tuscaloosa, AL
9. City of Rome, John Bennett-City Manager, Rome, Georgia
10. Rome News-Tribune, Rome, Georgia
11. First Rome Bank, Rome, Georgia
12. The Georgia State Bank of Rome, Rome, Georgia
13. First Union National Bank of Georgia, Rome, Georgia
14. Rome Printing Company, Rome, Georgia
15. The Rockmart Journal, Rockmart, Georgia
16. Cherokee County Herald, Centre, Alabama
17. The Cedartown Standard, Cedartown, Georgia
18. Calhoun News, Calhoun, Georgia
19. News Publishing Company, Rome, Georgia
20. St. Clair County Commission, Ashville, Alabama
21. Ash Realty Company, Inc., Pell City, Alabama
22. The Anniston Star, Anniston, Alabama

LIST OF LETTERS AND RESOLUTIONS FOR HOUSE SUBCOMMITTEE, MARCH 27, 1990

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23. The Goodyear Tire & Rubber Company, Gadsden, Alabama
24. City of Rainbow City, Rainbow City, Alabama
25. J. T. Jordan Cotton, Inc., Centre, Alabama
26. Pawnee Air Care, Inc., Centre, Alabama
27. Cherokee Farmers Cooperative, Inc., Centre, AL
28. Thompson Tractor Company, Birmingham, Alabama
29. City of Wetumpka, Wetumpka, Alabama
30. Montgomery County Commission, Montgomery, AL
31. Union Bank & Trust Company, Montgomery, Alabama
32. Alabama Gas Corporation, Montgomery, AL
33. Montgomery Area Chamber of Commerce, Montgomery, AL
34. PH&J Architects, Inc., Montgomery, Alabama
35. Monroe County Commission, Monroeville, Alabama
36. Monroeville Area Chamber of Commerce, Monroeville, AL
37. Alabama River Pulp Company, Inc., Perdue Hill, AL
38. Alabama Electric Cooperative, Inc., Andalusia, Alabama
39. Alabama Tombigbee Regional Commission, Camden, Alabama
40. Robert M. Creswell, Consultant, Camden, Alabama
41. Cargill Marketing Company, Inc., Mobile, Alabama
42. First Alabama Bank of Mobile, Mobile, Alabama
43. Floyd County Board of Commissioners, Rome, Georgia
44. Koppers Industries, Inc., Montgomery, Alabama
45. Etowah County Commission, Gadsden, Al
46.

STATEMENT OF

THE

COOSA-ALABAMA RIVER IMPROVEMENT ASSOCIATION, INC.

BY

J. T. "TOM" McKENZIE

PRESIDENT

BEFORE

THE SUBCOMMITTEE ON APPROPRIATIONS FOR ENERGY AND WATER DEVELOPMENT

HOUSE

10:00 A. M. TUESDAY, MARCH 27, 1990

STATEMENT OF

COOSA-ALABAMA RIVER IMPROVEMENT ASSOCIATION, INC.

SUBMITTED BY
J. T. McKENZIE, PRESIDENT
GADSDEN, ALABAMA

MR. CHAIRMAN AND DISTINGUISHED COMMITTEE MEMBERS:

I AM DELIGHTED TO HAVE THIS OPPORTUNITY TO SHARE WITH YOU OUR APPRAISAL OF FUNDS WHICH SHOULD BE INCLUDED IN THE FISCAL YEAR 1991 ENERGY AND WATER DEVELOPMENT APPROPRIATIONS FOR THE PROJECTS LISTED BELOW. AS THE PRESIDENT OF THE ASSOCIATION, I SPEAK FOR A LARGE AND DIVERSE GROUP OF PRIVATE CITIZENS AND POLITICAL AND INDUSTRIAL ORGANIZATIONS WHO SEE THE CONTINUED DEVELOPMENT OF THE COOSA-ALABAMA WATERWAY AS AN OPPORTUNITY FOR ECONOMIC GROWTH IN OUR REGION AS WELL AS THE NATION.

OUR MEMBERSHIP REFLECTS A BROAD RANGE OF CALLINGS AND PROFESSIONS; EACH WITH A WELL-DEFINED INTEREST IN WATERWAY DEVELOPMENT. SOME USE THE WATERWAY NOW, EITHER AS SHIPPERS OR TOW OPERATORS. OTHERS ARE BUSINESSMEN, BANKERS AND A VARIETY OF OTHER PRIVATE INDIVIDUALS WHO HAVE A STAKE IN FUTURE ECONOMIC DEVELOPMENT FOR THEIR FIRMS AND THEIR SUCCESSORS TO ENJOY. THEN THERE IS A LARGER GROUP OF ELECTED OFFICIALS AND THEIR CONSTITUENTS TYPICAL OF THE TWENTY-THREE MUNICIPALITIES AND NINETEEN COUNTIES ALONG THE WATER WHO ARE MEMBERS OF THIS ASSOCIATION. THESE MEMBERS ARE WORKING DILIGENTLY TO DEVELOP OUR WATERWAY INTO A PRODUCTIVE PART OF THE RIVER INFRASTRUCTURE OF THE STATE AND NATION. THEIR EFFORTS SPRING FROM A DESIRE NOT ONLY TO IMPROVE THE ECONOMIC CONTRIBUTION OF ENHANCED TRANSPORTATION AVAILABLE TO USERS, BUT TO PROVIDE A MEANS OF GROWTH TO BENEFIT THOSE WHO WILL FOLLOW IN OUR FOOTSTEPS.

MR. CHAIRMAN, WE THANK YOU FOR THE SUPPORT YOUR COMMITTEE HAS GIVEN US IN THE PAST.

TABULATED BELOW ARE OUR SPECIFIC FUNDING REQUESTS FOR FISCAL YEAR 1991. THE PROJECTS WE SUPPORT ARE PART OF A WATERWAY SYSTEM THAT ORIGINATES IN NORTHWEST GEORGIA AND FLOWS DIAGONALLY ACROSS THE STATE OF ALABAMA TO MOBILE HARBOR.

OPERATIONS AND MAINTENANCE (O&M)	FUNDING REQUEST
. ALABAMA-COOSA RIVER, AL* (ALABAMA RIVER INCLUDING CLAIBORNE LOCK & DAM)	$ 4,057,000
. MILLERS FERRY LOCK & DAM, AL	4,233,000
. ROBERT F. HENRY LOCK & DAM, AL	3,352,000
. MOBILE HARBOR AND PORT(INCL. CONSTR.)	13,401,000
. ALLATOONA LAKE, GA	4,872,000
. CARTERS LAKE, GA	3,278,000
	$ 33,193,000

*INCLUDES 72 MILES FROM THE MOUTH OF THE ALABAMA RIVER THROUGH

CLAIBORNE LOCK AND DAM UP TO MILLERS FERRY. THE COOSA RIVER IS NOT INCLUDED.

MR. CHAIRMAN, DUE IN LARGE MEASURE TO YOUR EFFORTS THE LOWER ALABAMA REHABILITATION PROJECT IS RAPIDLY NEARING COMPLETION. PHASE I OF THE TRAINING DIKE PROGRAM IS COMPLETE AND PHASE II SHOULD BE COMPLETED IN JUNE. PHASE III IS NOW OUT FOR BID. ACTIONS INVOLVING LOWERING THE DREDGE REFERENCE PROFILE AND ROCK REMOVAL ARE COMPLETE. UNDER NORMAL CONDITIONS, THE NINE-FOOT CHANNEL AVAILABILITY WILL BE INCREASED TO 88%, THE EIGHT-FOOT CHANNEL IMPROVES TO 99% OF THE TIME AND THE SEVEN-FOOT CHANNEL TO 100%. WHEN THESE INCREMENTAL IMPROVEMENTS ARE DEMONSTRATED DURING LOW WATER SEASON, THE MARKETABILITY OF THE ALABAMA WILL BE SIGNIFICANTLY ENHANCED.

AS YOU AND YOUR COLLEAGUES ARE AWARE, ONE OF THE ASSOCIATION'S MAJOR OBJECTIVES IS COMPLETION OF THE COOSA RIVER NAVIGATION PROJECT. WE BOTH KNOW THE HISTORY OF THE ATTEMPT TO ESTABLISH THE NAVIGATION CHANNEL BETWEEN MONTGOMERY, GADSDEN AND ROME, SO I WON'T BELABOR THE POINT. HOWEVER, OUR MEMBERS OFTEN ASK HOW MANY INDUSTRIES, SEARCHING FOR VIABLE LOCATION SITES, HAVE DECIDED IN FAVOR OF OTHER AREAS SIMPLY DUE TO THE LACK OF INEXPENSIVE RIVER TRANSPORTATION. IF OUR INTERESTS TRULY LIE IN MAKING AMERICAN INDUSTRY COMPETITIVE ON A WORLDWIDE BASIS, A SPECIFIC AID WOULD BE TO LOWER TRANSPORTATION COSTS. IN DOING THIS, GOVERNMENT WOULD RECOGNIZE THAT WATERWAYS SHOULD BE IMPROVED PRIOR TO BUSINESS INTERESTS COMMITTING TO MULTIMILLION DOLLAR INVESTMENTS ON UNDEVELOPED RIVERS. TO BELIEVE THAT A STRICTLY MATHEMATICAL BENEFIT/COST FORMULA CAN BE THE ONLY DECISION-MAKING CRITERION USED IN DEVELOPING WATER TRANSPORTATION NETWORKS IGNORES BUSINESS COMMON-SENSE AND EXPERIENCE.

THE EVENTS IN EASTERN EUROPE AND CENTRAL AMERICA, COUPLED WITH MIXED SIGNALS FROM THE ECONOMY, POSE A PARTICULARLY DIFFICULT CHALLENGE TO THE ADMINISTRATION AND CONGRESS THIS YEAR. COUPLED WITH THE NATION'S DEFICIT, WE CAN APPRECIATE THE JUDGEMENT THAT NOW MAY BE THE LESS APPROPRIATE TIME TO PRESS FOR THE COMMENCEMENT OF THE PROJECT. THE POINT MUST BE MADE, HOWEVER, THAT THE CHANNEL REMAINS HIGH IN THE PRIORITY GOALS OF THE ASSOCIATION.

IN A LIKE VEIN, THE ASSOCIATION MEMBERSHIP, AS WELL AS OTHER SMALL TRIBUTARY COLLEAGUES, HAVE EXPRESSED CONCERNS THAT THE WATER RESOURCE DEVELOPMENT ACT OF 1986 IS NUTURING A PHILOSOPHY WHICH MAY ACT TO THE DISADVANTAGE OF RIVERS SUCH AS THE COOSA. DEVELOPING AND NON-DEVELOPED WATERWAYS ARE FINDING THEMSELVES IN A NO-WIN SITUATION BECAUSE OF THE SUBSTANTIAL COST-SHARING REQUIREMENTS FOUND IN THE LAW. IN STATES WITH A LOW INDUSTRIAL TAX BASE, COST-SHARING BECOMES A PROHIBITIVE REQUIREMENT WHICH VIRTUALLY GUARANTEES THE DEATH OF EVEN WORTHWHILE WATER PROJECTS. IN A SIMILAR VEIN, TO ASK LARGE CORPORATIONS TO SETTLE ON RIVERS WHICH "MAY" BE DEVELOPED IN THE FUTURE BORDERS ON POOR JUDGEMENT -- A QUESTION THAT RESPONSIBLE INDUSTRIAL DEVELOPERS WOULD PROBABLY NEVER POSE.

THE DICHOTOMY UNDERLYING THE ENTIRE DISCUSSION IS THAT UNDER PRESENT RULES, STATES AND LOCALITIES ARE BEING ASKED TO INSURE THE PRESENCE OF LARGE INDUSTRIES ALONG THEIR RESPECTIVE WATERWAYS SO AS

TO ASSURE THE CORPS OF ENGINEERS OF A SUBSTANTIAL BENEFIT-COST RATIO BEFORE THE PROJECT CAN EVEN GET OFF THE GROUND.

UNLESS THE WATER RESOURCE DEVELOPMENT ACT OF 1986 IS MODIFIED, AREAS OF THE COUNTRY WHICH ARE MUDDLING ALONG IN ECONOMIC MEDIOCRITY WILL SIMPLY REMAIN THAT WAY, WHILE THOSE PARTS OF THE NATION (AND THEIR WATERWAYS) WHICH ARE THRIVING WILL GROW MORE PROSPEROUS.

THE CONCERNS OF OUR ASSOCIATION CENTER AROUND THE "RICH GET RICHER" ASPECT OF THE LAW; WE BELIEVE THAT SOME APPROPRIATE FINE TUNING IS IN ORDER. ACCORDINGLY, WE FEEL THAT THE FOLLOWING OBSERVATIONS, IN THE FORM OF PROPOSED AMENDMENTS, ARE WORTHY OF EXTENDED DEBATE AND ACTION BY WATERWAY INTERESTS AS WELL AS OUR REPRESENTATIVES IN THE CONGRESS. AS PART OF OUR OVERALL RECOMMENDATIONS, THE ASSOCIATION SUGGESTS THAT CONGRESS AMEND THE ACT OF 1986:

A. TO EXEMPT NON-DEVELOPED AND DEVELOPING WATERWAYS FROM COST-SHARING REQUIREMENTS UNTIL SUCH TIME AS TONNAGE AND ECONOMIC DEVELOPMENT PASS A PREDETERMINED LEVEL.

B. TO INCLUDE SECTION 140 OF THE WATER RESOURCE DEVELOPMENT ACT OF 1976 WHICH GAVE THE SECRETARY OF THE ARMY AUTHORIZATION TO USE REGIONAL BENEFITS IN COMPUTING BENEFIT-COST RATIOS, AND

C. TO DEVELOP A MEANS BY WHICH THE CONCERNS AND SUGGESTIONS OF SMALL TRIBUTARY USERS, SHIPPERS AND ASSOCIATIONS MAY BE FORMALLY INTRODUCED TO AND ACTED UPON BY THE USER'S BOARD.

AS IT COMPLETES ONE-HUNDRED YEARS OF SERVICE TO STATE AND NATION, THE ASSOCIATION ENTERS THE SECOND CENTURY OF EXISTENCE WITH THE KNOWLEDGE THAT, WHILE IT HAS BEEN SUCCESSFUL IN MANY OF ITS ENDEAVORS, THE CHALLENGES OF THE FUTURE REMAIN. ONE OF THE MOST PROMINENT ISSUES FACING US IS THE RECENT ATTEMPT, BY THE STATE OF GEORGIA, TO REALLOCATE WATER FROM CARTERS LAKE AND LAKE ALLATOONA (BOTH IN THE COOSA-ALABAMA SYSTEM) AND LAKE LANIER (ACF SYSTEM) FOR USE IN THE ATLANTA REGION AND NORTHWEST GEORGIA. A DIRECT RESULT OF THE ASSOCIATION'S ACTION WERE THE CORPS' PUBLIC MEETINGS IN ALABAMA - MEETINGS WHICH EXPRESSED DEEPLY FELT CONCERNS HELD BY MANY ALABAMIANS. WE SUPPORT YOUR REQUEST TO THE CORPS OF ENGINEERS FOR A DETAILED STUDY OF WATER NEEDS OF THE TRI-STATE AREA. HISTORY VIVIDLY DEMONSTRATES THE NON-PRODUCTIVE EFFORTS BY THE WESTERN STATES TO SECURE ADEQUATE WATER SUPPLIES WITHOUT A COOPERATIVE APPROACH. THE RAMPANT GROWTH OF LOS ANGELES (VERY SIMILAR TO THAT WHICH WE NOW WITNESS IN ATLANTA) HAS CAUSED ANGUISH TO WATER INTERESTS THROUGHOUT THE CENTRAL AND SOUTHERN CALIFORNIA AREA. IT IS NOT STRETCHING THE POINT TO MAKE THE COMPARISON BETWEEN LOS ANGELES THEN AND ATLANTA NOW. AGAIN, RAMPANT, SEEMINGLY UNPLANNED GROWTH DEMANDS MORE AND MORE OF THIS PRECIOUS ALABAMA RESOURCE, AT ALABAMA'S EXPENSE.

AS WE HAVE STATED SO OFTEN PREVIOUSLY, A TRI-STATE COMPACT IS A CORRECT FIRST STEP IN AMELIORATING THE PROBLEM. ADDITIONALLY, A REEXAMINATION OF THE ARMY'S ROLE IN THE REALLOCATION OF WATER (AS FOUND IN THE WATER SUPPLY ACT OF 1958) WOULD BE ENTIRELY APPROPRI-

ATE. IN THE SOUTHEAST, WATER WILL BECOME A SCARCER RESOURCE AS TIME GOES BY - A RESOURCE WHOSE USE SHOULD BE PUT IN THE HANDS OF THE PEOPLE THROUGH THEIR REPRESENTATIVES IN WASHINGTON RATHER THAN A POLITICAL APPOINTEE.

THE MEN AND WOMEN WHO JOIN ME IN OFFERING TESTIMONY TODAY ARE LEADERS IN THEIR OWN RIGHT -- A SOLID AMALGAM OF PROFESSIONALS FROM INDUSTRY AND GOVERNMENT AS WELL AS INDIVIDUALS WHO HAVE HAD A LIFE-LONG DESIRE TO IMPROVE AND MAINTAIN OUR GREAT RIVER. THEY KNOW, INTUITIVELY, THAT THE NAVIGATION CHANNEL TO ROME IS AN ESSENTIAL INGREDIENT TO MAKING OUR INDUSTRY MORE COMPETITIVE. THE TENN-TOM WILL PAY ITS WAY, EVEN WITH ITS MODEST START, AND WITH THE COMPLETION OF THE COOSA RIVER NAVIGATION PROJECT, THE STATE WILL BE TOTALLY SERVICED BY ECONOMICAL RIVER TRANSPORTATION. ADD TO THAT THE STRONG STATEMENTS OF SUPPORT FOUND IN OUR PACKAGE AND YOU WILL FIND A BROAD CROSS SECTION OF ALABAMIANS SAYING THAT THEY HOPE THAT YOU WILL LEND YOUR MIGHT AND CREDIBILITY TO ASSURE THAT THE FEDERAL GOVERNMENT WILL:

1. IMPROVE AND MAINTAIN THE ALABAMA RIVER, AND, IN PARTICULAR, CONTINUE THE REHABILITATION PROJECT MENTIONED EARLIER.

2. CONTINUE MAINTAINING AND DEEPENING THE MOBILE HARBOR.

3. OPEN THE COOSA RIVER FOR NAVIGATION TO GADSDEN, THEN ROME, GEORGIA.

4. AMEND THE WATER RESOURCE DEVELOPMENT ACT OF 1986 AS EXPLAINED EARLIER IN THIS STATEMENT.

5. CONTINUE THE EFFORT TO (1) ACCURATELY DETERMINE THE AVAILABILITY AND PLANNED NEEDS OF ALABAMA AND SOUTHEASTERN WATER, (2) PERSUADE, VIA LEGISLATION IF NECESSARY, ALABAMA, GEORGIA AND FLORIDA TO FORM A COMPACT AS A FORUM TO NEGOTIATE AND MULTILATERALLY DECIDE ON THE BEST COURSE OF ACTION PERTAINING TO WATER USE AND CONSERVATION, AND (3) RETAIN REALLOCATION AUTHORITY WITHIN THE CONGRESS, USING THE ARMY AS CONSULTANT AND NOT DECISION-MAKER.

WE APPRECIATE THE OPPORTUNITY TO SPEAK BEFORE THIS SUBCOMMITTEE. WE KNOW THAT YOU WILL RECEIVE OUR REQUESTS WITH BALANCE AND CONSIDERATION. OUR MEMBERS WHO HAVE SPENT TIME AND TREASURE TO APPEAR BEFORE YOU TODAY REPRESENT HUNDREDS OF OTHERS WHO, GIVEN THE OPPORTUNITY, WOULD DO LIKEWISE IN SPEAKING OUT IN FAVOR OF THESE VITAL PROJECTS. IN CLOSING, PLEASE ACCEPT OUR SINCERE APPRECIATION FOR YOUR SUPERB SUPPORT, NOT ONLY ON BEHALF OF ALABAMA BUT THE NATION AS A WHOLE. YOUR ATTENTIVENESS AND CONCERN IN THE PAST CONTINUES TO GIVE HOPE TO THOSE WHO HAVE THE VISION TO PLAN FOR THE FUTURE. THANK YOU AND GOOD LUCK.

J. T. "TOM" McKENZIE
PRESIDENT
COOSA-ALABAMA RIVER IMPROVEMENT ASSOCIATION, INC.

STATEMENT OF SENATOR RICHARD SHELBY

ON BEHALF OF THE COOSA-ALABAMA RIVER SYSTEM

HOUSE SUBCOMMITTEE ON APPROPRIATIONS

FOR ENERGY AND WATER DEVELOPMENT

MARCH 27, 1990

Mr. Chairman, I appreciate this opportunity to offer testimony on behalf of the Coosa-Alabama River System.

The Coosa-Alabama River Improvement Association has requested FY 1991 funding for continued operation and maintenance of the Waterway. I support this request so that the following specific needs may be met: (1) continued timely dredging and appropriate maintenance for the Alabama River Channel below Claiborne; (2) resumption of design and engineering work on the Coosa Project, which was suspended in 1983; (3) continued federal maintenance and operation of the Alabama River waterway from Mobile to Montgomery; (4) Continued operation and maintenance of the upstream reservoirs and hydropower plants at Allatoona and Carters Lake in Georgia.

Though the Association has been successful in past endeavors, the challenges of the future are upon us. I believe the Alabama-Coosa Waterway system is a solid investment in future productivity and economic progress. Extensive commitments to private investment on navigable waterways have been made on the assumption that federal maintenance and operation of the waterways would continue. I pledge my continued support for this important project which holds such promise of economic benefit.

Thank you Mr. Chairman for this opportunity to offer testimony to this distinguished subcommittee on behalf of the Coosa-Alabama River System. I urge you to continue full funding for the project.

STATE OF ALABAMA
GOVERNOR'S OFFICE
MONTGOMERY 36130

GUY HUNT
GOVERNOR

March 27, 1990

The Honorable Tom Bevill, Chairman
Subcommittee on Appropriations for
Energy and Water Development
United States House of Representatives
Washington, D. C. 20515

Dear Mr. Chairman:

Once again, it is a pleasure to join with the members and friends of the Coosa-Alabama River Improvement Association to participate before this Subcommittee in support of continued federal funding of the federal water resources projects on the Alabama and Coosa rivers.

The Association has been instrumental in the continued success of the inland waterways, not only the Alabama River waterway, but support of the national inland waterway system. The Association recently celebrated its 100th year of service in promoting the wise utilization of our important natural resources, especially the Alabama and Coosa rivers.

I support your consideration of the request of the Coosa-Alabama River Improvement Association. Specifically, we support the level of funding necessary to provide for the continued full operation and maintenance of the Alabama River navigation channel. We further join with the Association in requesting your consideration of regional development benefits as an appropriate evaluation criteria for federal support on inland waterways.

I would also suggest that your Subcommittee undertake an evaluation of the criteria being used by the Corps of Engineers under the Water Supply Act of 1958 for reallocation of federal reservoirs from the specific Congressional authorizations -- especially, the procedure to determine the "significance" of reallocations on project purposes. In addition, determine if it was the intent of Congress under this Act to delegate to the Corps of Engineers authority to change project purposes without specific Congressional action.

I would like to take this opportunity again this year to request your continued support for adequate funding of Section 22,

under Public Law 93-251, which authorizes the Corps of Engineers to provide technical planning support to Alabama.

Last year, I reported to you on the creation of the Alabama Water Resources Study Commission. They are currently in the process of developing recommendations on the future direction of Alabama's water resource activities. I am confident they will address the need for an even closer partnership between the state and federal governments and water resource development, to the benefit of Alabama and the Nation.

I thank you for your continued personal support of the water resource development and the wise utilization of our natural resources.

Sincerely,

Guy Hunt

Guy Hunt

Alabama Power Company
600 North 18th Street
Post Office Box 2641
Birmingham, Alabama 35291-0001
Telephone 205 250-1600

Elmer B. Harris
President and
Chief Executive Officer

Alabama Power
the southern electric system

March 27, 1990

The Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy and Water Development
House of Representatives
Washington, D. C. 20515

Dear Representative Bevill:

The Coosa-Alabama Waterway is an important link in the nation's infrastructure, and is a key element in the continued economic health of the central and southern regions of our state. A dependable water transportation system is an essential ingredient to attracting new industries to these areas as well as insuring the economic viability of those industries now using this waterway.

Alabama Power Company supports the Coosa-Alabama River Improvement Association's request for FY91 funding to continue operation and maintenance of this important waterway. Significant private investments have been made along the Alabama River waterway, and these investments were made on the basis of continued Federal operation and maintenance of the system. Continued rehabilitation of existing training dikes and construction of additional dikes for the Alabama River as well as continued operation and maintenance of the upstream Allatoona and Carters Projects should be priority items.

Another prominent issue of concern is the reallocation of water resources between states. Congress must use every means to resist unilateral reallocation of shared water resources. The institutionalization of interstate compacts as a viable substitute for protracted court action must be encouraged at the Federal level.

Alabama Power Company is a member of the Association, and we support the Association's efforts to improve the waterway and to insure its continued efficient operation.

Sincerely,

Elmer B. Harris

EBH:dli

Southern Company Services, Inc.
800 Shades Creek Parkway
Post Office Box 2625
Birmingham, Alabama 35202
Telephone (205) 870-6644

Robert G. Dawson
Vice President

the southern electric system

March 27, 1990

The Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
For Energy and Water Development
House of Representatives
Washington, DC 20515

Dear Congressman Bevill:

Southern Company Services, Inc. on behalf of Alabama Power Company, Georgia Power Company, Gulf Power Company, Mississippi Power Company and Savannah Electric and Power Company, supports the Coosa-Alabama River Improvement Association and its president in their efforts before your committee. Although the Southern electric system does not use the Coosa-Alabama River to deliver coal to our system plants, a number of our electric generating facilities are located on or near the river. We depend on this river system for cooling water at fossil fueled plants as well as generating hydro-electric power. In addition, the Coosa-Alabama River is located in the geographic center of our service area.

Of interest to the Southern electric system is the continued federal maintenance and operation of the Alabama River waterway from Mobile to Montgomery, the continued maintenance for the Alabama River Channel below Claiborne and maintenance of the upstream reservoirs and hydro-power plants at Allatoona and Carters Lake in Georgia. We are also very interested in resuming the design and engineering work on the Coosa Project which was suspended in 1983 and maintaining the schedule for the Mobile Harbor Deepening Project to a 55 foot depth. In addition, we would like the subcommittee to consider modifying the Water Resource Development Act of 1986 to enable non-developed and developing rivers to be exempt from most cost-sharing requirements until a reasonable level of tonnage is achieved and restore Section 140 authority (as contained in the Act of 1976) to enable regional benefits to be used in computing benefit/cost ratios.

In closing, we believe that extensive commitments to private investment on navigable waterways have been made in the past on the assumption that federal maintenance and operation of the waterways would be continued. A public policy decision to invest in an underdeveloped region like the Coosa Valley should serve to strengthen the nation as a whole. For example, the Waterways Trust Fund, maintained by user fuel taxes, should

be considered an investment by the users and should be returned as an aid to expanded development. We strongly believe that Congress must use every means to resist unilateral reallocation of shared water resources between states. The institutionalization of interstate compacts as a viable substitute for protracted court action must be encouraged at the federal level. It is for these reasons that the Southern electric system supports a continued program of adequate funding for constant maintenance and upgrading of the Coosa-Alabama River system. As such, I strongly urge and solicit your support for the Association's request for FY91 appropriations.

Sincerely,

Robert D Dawson

/ch1933

cc: J. F. Billingsley
T. M. Collins
J. E. McIntosh
H. T. Swindle

STATEMENT OF

JOHN B. DUTTON, DIRECTOR

ALABAMA STATE DOCKS DEPARTMENT

MOBILE, ALABAMA

ON BEHALF OF

THE ALABAMA-COOSA WATERWAY

BEFORE

THE UNITED STATES HOUSE OF REPRESENTATIVES

SUBCOMMITTEE ON APPROPRIATIONS

FOR

ENERGY AND WATER DEVELOPMENT

HONORABLE TOM BEVILL, CHAIRMAN

WASHINGTON, D. C., MARCH 27, 1990

Dear Mr. Chairman:

We again appreciate the opportunity to appear before this Committee along with our fellow Alabamians in support of navigation on the Alabama and Coosa Rivers. The Alabama River connects the heart of Alabama to the Gulf Port of Mobile and the Gulf Intercoastal Waterway and is an integral part of our State and national Inland Navigation System.

We would like to express our sincere thanks to this Committee and you Mr. Chairman for your continued interest in and dedication to the great Waterway Systems of the United States.

The Alabama-Coosa System provides an economical and energy effective method of transporting products and materials between the heartland of Alabama and the Port of Mobile, and contributes to the continued prosperity of our country by providing a major conduit for export and import of raw materials as well as finished products. The Alabama-Coosa System along with our great national Inland Waterway System greatly contributes to creating a highly competitive leverage in the nation's attempts at dealing with the balance of trade with other nations and provides a needed transportation artery for materials and products at the lowest cost possible.

This waterway benefits commercial and industrial interests as well as agricultural interests in transporting products to world markets. Alabama State Docks joins with and supports Mr. Ralph Clemens, Executive Vice President of the Coosa-Alabama River Improvement Association, as well as other members of the Association in their testimony on behalf of continued funding for the full-time operation and necessary maintenance of this vital waterway system.

We fully support the individual project needs expressed by the Coosa-Alabama River Improvement Association and, in concert with the Association and Governor Hunt, request funding for this important navigation project.

Mississippi Chemical Corporation
We Make Things Grow

Post Office Box 388 • Yazoo City, Mississippi 39194-0388 • (601)746-4131 • Telex 58-5449

March 19, 1990

Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy and Water Development
House of Representatives
Washington, D. C. 20515

Dear Congressman Bevill:

Mississippi Chemical Corporation hereby wishes to state its full support of the Coosa-Alabama River Improvement Association. By copy of this letter, we join other users in collectively presenting to this committee our support for this organization and the importance of the waterway.

Mississippi Chemical is a manufacturer of commercial fertilizers, and is a totally farmer-owned cooperative with manufacturing facilities at Yazoo City, Mississippi and Donaldsonville, Louisiana. In order to facilitate delivery of fertilizers to the farmers in a short time-frame and at the most economical cost, various storage/distribution facilities are located at strategic points throughout our mid-south trade area. One of these facilities is on the Alabama River at Montgomery, Alabama.

Currently, Mississippi Chemical delivers ammonium nitrate fertilizer to the Montgomery facility by railcar. Prior to establishing a contract with the railroad, a comparison was made with cost of barge delivery. Due to the instablity year-round of the Alabama River, with resultant lack of availability of regular towboat operations, it was deemed to be in Mississippi Chemical's best interest to serve this facility by rail. However, with a reliable nine-foot year-round navigation system, barge transportation would once more become attractive.

We urge your continued support of appropriations for this waterway, as a dependable navigation system is imperative to its full utilization.

Yours very truly,

James A. Pierce
Director of Distribution

DRAVO BASIC MATERIALS COMPANY, INC.

P. O. Box 2068
Mobile, Alabama 36652
205 432-2651

A Dravo Company

SOUTHEASTERN DIVISION

March 27, 1990

Honorable Tom Beville, Chairman
House Subcommittee on Appropriations
for Energy & Water Development
House of Representatives
Washington, D.C. 20515

Dear Congressman Beville:

We respectfully request your consideration and approval of the following projects on the Coosa-Alabama River System for fiscal year 1991:

1) Resume Coosa River Navigation Project.
2) Continued rehabilitation of training dykes and modification of dredging profile for the Alabama River
3) Operation and maintenance - Claiborne Lock and Dam.
4) Operation and maintenance - Miller's Ferry Lock and Dam.
5) Operation and maintenance - Robert F. Henry Lock and Dam.
6) Operation and maintenance - reservoirs and hydro-electric stations.
7) Operation, maintenance, improvements and deepening of Mobile Harbor.

We support the testimony of the Coosa-Alabama River Improvement Association and we join the efforts of its membership to maintain and extend the waterway to make the benefits of low cost, energy efficient water transportation available to a broader economic base.

Dravo Basic Materials Company, Inc. is one of the leading producers of construction raw materials and aggregates on the Gulf Coast. We rely extensively on the waterways of Alabama, Florida, Louisiana, Mississippi and Texas for production and delivery of our products. In 1989 we produced and moved via Alabama waterways over 1,250,000 tons of sand and gravel. We also transported over 250,000 tons of limestone as well as significant quantities of other products. Our projections for 1990 are:

Sand and Gravel	1,500,000 tons
Other	500,000 tons

Dravo

Dravo Basic Materials Company, Inc. operates a fleet of 23 boats, 85 barges and 7 dredges. We maintain a large terminal and handling facility on McDuffie Island in Mobile, Alabama in addition to numerous support facilities throughout South Alabama and the Gulf Coast.

The maintenance of authorized project dimensions is essential for the efficient, orderly production and delivery of materials throughout the waterway system. In order to provide this capability, it is imperative not only that the Army Corps of Engineers be provided with the appropriations as per their budget requests, but also with the additional funds required to insure the Corps has the flexibility and capability to fully realize the potential of the Coosa-Alabama River System and the Port of Mobile.

We sincerely appreciate the Committee's faith in the great waterway systems of the State of Alabama and welcome its continued support of these vital projects.

Yours very truly,

Leon M. Torbert, Jr.

LMTjr:rb

Parker Towing Company, Inc.

March 27, 1990

Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy & Water Development
House of Representatives
Washington, DC 20515

Honorable Mr. Bevill:

My name is Tim Parker, Jr., and I am President of Parker Towing Company. I wholeheartedly endorse and support the testimony of the President of the Coosa-Alabama River Improvement Association.

It is in the interest of not only my company, but to the region as a whole, to continue the federal maintenance and operation of the Alabama River Waterway. This would not only assure improved reliability of the waterway and the Alabama River can reach its potential as a major inland waterway.

Also, waterway users continue to pay a special tax on diesel fuel, and if tax money were used to open new markets and increase competition into underdeveloped regions this would help strengthen the Nation as a whole.

Our inland waterways provide a competitive alternative for all shippers and without the continued maintenance and operation of these waterways, an effective means of transportation cannot be offered to the shippers. Broad investments have been made and are being made on the premises that federal maintenance and operation of these waterways will continue.

Everything that we do that will lead to increased activity with our region's industry and along with increased activity, employment will surely multiply as well and should not be compromised.

Sincerely,

Tim Parker, Jr.
President

TPJ/b

P. O. Box 020908 • Tuscaloosa, Alabama 35402-0908 • 205-349-1677 • FAX 205-758-0061

City of Rome
Georgia

JOHN BENNETT
CITY MANAGER

P.O. BOX 1433
ROME, GEORGIA 30163-0501
404/291-8222

March 27, 1990

Honorable Tom Bevill,
Chairman
House Subcommittee on Appropriations
for Energy and Water Development
House of Representatives
Washington, D.C. 20515

Re: Coosa/Alabama River Improvement Projects

Dear Chairman Bevill:

On behalf of the citizens of Rome, Georgia, we would like to file the following statement of support.

We believe that water based transportation is an essential and integral part of the national transportation system. Water transportation will have an increasing significance in future years because it requires less fuel and less labor per ton mile when compared to other transportation modes. The cost for the various projects being discussed should not be viewed as an expense to this nation, but should be looked on as an investment in our economic development.

In addition to water transportation, the Coosa/Alabama River Association has also been involved with water conservation programs and the reallocation of water throughout the entire Coosa Basin. Our community is 100% dependent on the Coosa Basin for all of our water. We fully support all of the efforts of the Coosa/Alabama River Association in this effort and we are very much opposed to the inter-basin transfer of water. We are particularly concerned about the transfer of water from Lake Allatoona into the Atlanta region if it transfers water from the Coosa Basin to the Chattahoochee Basin.

Specifically, we support the following activities of the Coosa/Alabama River area:

1) Resume design and engineering work on the Coosa project, which was suspended in 1983.

2) Continue operation and maintenance of the upstream reservoirs and hydro-power plants at Allatoona and Carters Lakes in Georgia.

3) We fully support the Association's request for fiscal year 1991, and we are a part of a collective effort to maintain and extend the Coosa Basin Waterway.

4) The Waterways Trust Fund, maintained by User Fuel Taxes, should be considered an investment by the users and should be returned as an aid to expanded development.

On behalf of the citizens of Rome, I wish to thank you in advance for your consideration of these matters.

Sincerely,

John Bennett
City Manager

JB:bgj

cc: Rome City Commission

Rome News-Tribune

THE ROME NEWS 1919 — CONSOLIDATED 1923 — THE TRIBUNE-HERALD 1843

305 E. SIXTH AVENUE • P.O. DRAWER F • ROME, GEORGIA 30161 • PHONE (404) 291-6397

March 27, 1990

Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy and Water Development
House of Representatives
Washington, D.C. 20515

Dear Sir:

Our newspaper has recognized for many years the vast potential that lies within the scope of the Coosa-Alabama River System. Completion of the system will directly enhance the economic well-being of countless thousands of citizens.

Your Sub-Committee has looked with favor upon this program in the past and all of us closely involved are grateful. We know that you are also aware that completion of the program as rapidly as possible is in the best interest of both the government and the people.

We specifically ask that you resume design and engineering work on the Coosa Project, which was suspended in 1983. Also maintenance and operation monies for the Alabama River, Allatoona, Carter's Lake, Claiborne, Jones Bluff and Millers Ferry dams and locks, and improving the Mobile Harbor.

We earnestly solicit your continued support and urge that favorable consideration be given to the total Fiscal Year 1991 request.

Sincerely,

B.H. Mooney, Jr.
Chairman

BHM, Jr./bt

FIRST ROME BANK

March 16, 1990

Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy and Water Development
House of Representatives
Washington, DC 20515

Dear Congressman:

We would like to recommend that you support the fiscal year 1991 for continued development of the Coosa-Alabama River.

We've also asked that you continue support for operation and maintenance of the upstream reservoirs and hydropower plants at Allatoona and Carters Lake in Georgia; and to resume design and engineering work on the Coosa Project.

Also, that the water in the Coosa River be used strictly for the Coosa River area.

Best personal regards,

B.G. Early

Post Office Box 5267 • Turner McCall Boulevard at Fifth Avenue • Rome, Georgia 30162 • (404) 291-1000

The Georgia State Bank of Rome

March 19,1990

Honorable Tom Beville, Chairman
House Subcommittee on Appropriations
for Energy and Water Development
House of Representatives
Washington, D.C. 20515

Dear Chairman Beville,

Please be advised that we strongly support the work of the Coosa-Alabama River Improvement Association, Inc. and urge your favorable considerstion of it's FY91 budget requests.

We are particularly interested in the continuation of the operation and maintenance of the upstream reservoirs and hydropower plants at Allatoona and Carters Lake in Georgia.

Thank You.

Yours Truly,

Charles L. White
President

CLW/sbb

P. O. DRAWER P. ROME, GEORGIA 30161 (404) 295-7700

First Union National Bank of Georgia
501 Broad Street
Rome, Georgia 30161
404 291-9000

Gregory C. Wilkes
City President

March 27, 1990

Honorable Tom Bevill
Chairman, House Subcommittee
on Appropriations for Energy
and Water Development
House of Representatives
Washington, DC 20515

Dear Honorable Representative Bevill:

I am writing to express my support for the COOSA-ALABAMA RIVER IMPROVEMENT ASSOCIATION INC. and the projects that the Association sponsors. This letter is also a formal plea to you for your support of the associations appropriations request for fiscal year 1991.

The Association's agenda of projects includes several of great benefit to Northwest Georgia and the Coosa River region. I would particularly would like to express our interest in the "Coosa Project" because of the potential economic benefit to our area.

Thank you for your consideration and we look forward to another successful year for our Association and it's constituency.

Cordially,

Greg Wilkes

Gregory C. Wilkes
President and CEO

GCW/pbb

ROME PRINTING COMPANY
PRINT COMMUNICATIONS

March 27, 1990

Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy and Water Development
House of Representatives
Washington, D.C. 20515

Dear Sir:

Our newspaper has recognized for many years the vast potential that lies within the scope of the Coosa-Alabama River System. Completion of the system will directly enhance the economic well-being of countless thousands of citizens.

Your Sub-Committee has looked with favor upon this program in the past and all of us closely involved are grateful. We know that you are also aware that completion of the program as rapidly as possible is in the best interest of both the government and the people.

We specifically ask that you resume design and engineering work on the Coosa Project, which was suspended in 1983. Also maintenance and operation monies for the Alabama River, Allatoona, Carter's Lake, Claiborne, Jones Bluff and Millers Ferry dams and locks, and improving the Mobile Harbor.

We earnestly solicit your continued support and urge that favorable consideration be given to the total Fiscal Year 1991 request.

Sincerely,

William A. Banks
President

WAB/bt

708 GLENN MILNER BLVD. ▪ P.O. BOX 28 ▪ ROME, GEORGIA 30161
TELEPHONE 404/291-7720 ▪ FAX 404/291-6916 ▪ WATS 1-800-554-7720

The Rockmart Journal
P.O. BOX 609
ROCKMART, GEORGIA 30153
TELEPHONE (404) 684-7811

March 27, 1990

Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy and Water Development
House of Representatives
Washington, D.C. 20515

Dear Sir:

Our newspaper has recognized for many years the vast potential that lies within the scope of the Coosa-Alabama River System. Completion of the system will directly enhance the economic well-being of countless thousands of citizens.

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We, specifically ask that you resume design and engineering work on the Coosa Project, which was suspended in 1983. Also maintenance and operation monies for the Alabama River, Allatoona, Carter's Lake, Claiborne, Jones Bluff and Millers Ferry dams and locks, and improving the Mobile Harbor.

We earnestly solicit your continued support and urge that favorable consideration be given to the total Fiscal Year 1991 request.

Sincerely,

Burgett H. Mooney, III

Burgett H. Mooney, III
Publisher

BHM,III/bt

CHEROKEE COUNTY HERALD

WHERE YOUR NEWS IS IMPORTANT

107 West First Avenue Centre, AL 35960 Telephone (205) 927-5037

Burgett H. Mooney, III
PUBLISHER

Paul W. Dale
EDITOR

March 27, 1990

Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy and Water Development
House of Representatives
Washington, D.C. 20515

Dear Sir:

Our newspaper has recognized for many years the vast potential that lies within the scope of the Coosa-Alabama River System. Completion of the system will directly enhance the economic well-being of countless thousands of citizens.

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Sincerely,

Burgett H. Mooney

Burgett H. Mooney, III
Publisher

BHM,III/bt

The Cedartown Standard

P. O. BOX 308 • CEDARTOWN, GEORGIA 30125
ALL DEPARTMENTS: (404) 748-1520
RETAIL ADVERTISING: (404) 748-5680

March 27, 1990

Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy and Water Development
House of Representatives
Washington, D.C. 20515

Dear Sir:

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We earnestly solicit your continued support and urge that favorable consideration be given to the total Fiscal Year 1991 request.

Sincerely,

Burgett H. Mooney, III
Publisher

BHM,III/bt

Calhoun Times
AND GORDON COUNTY NEWS
• P.O. BOX 9 • 215 WEST LINE ST • CALHOUN, GA • 30701
404-629-2231
Published Wednesday and Saturday By News Publishing Co., Inc.

March 27, 1990

Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy and Water Development
House of Representatives
Washington, D.C. 20515

Dear Sir:

Our newspaper has recognized for many years the vast potential that lies within the scope of the Coosa-Alabama River System. Completion of the system will directly enhance the economic well-being of countless thousands of citizens.

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We specifically ask that you resume design and engineering work on the Coosa Project, which was suspended in 1983. Also maintenance and operation monies for the Alabama River, Allatoona, Carter's Lake, Claiborne, Jones Bluff and Millers Ferry dams and locks, and improving the Mobile Harbor.

We earnestly solicit your continued support and urge that favorable consideration be given to the total Fiscal Year 1991 request.

Sincerely,

Burgett H. Mooney III

Burgett H. Mooney, III
Publisher

BHM,III/bt

NEWS PUBLISHING COMPANY

P.O. DRAWER F — ROME, GEORGIA 30161 — (404) 291-6397

March 27, 1990

Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy and Water Development
House of Representatives
Washington, D.C. 20515

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We earnestly solicit your continued support and urge that favorable consideration be given to the total Fiscal Year 1991 request.

Sincerely,

Burgett H. Mooney, III
President

BHM, III/bt

RESOLUTION

WHEREAS, the Coosa-Alabama River Improvement Association, Inc. will testify before the Congressional Appropriations Subcommittees in Washington, D.C. on Tuesday, March 27, 1990; and

WHEREAS, the Association has provided, during the last century, a collective effort to extend and maintain water needs and relationships among users in the major basins of our area;

NOW THEREFORE BE IT RESOLVED That the St. Clair County Commission urges support of the Association's requests for FY91; and

FURTHER, That Congress use every means to resist unilaterial reallocation of shared water resources between states; and

FURTHER, That copies of said resolution be forwarded to the Coosa-Alabama River Improvement Association, Inc.,; the Honorable Tom Bevill, Chairman, House Subcommittee on Appropriations for Energy and Water Development; and the Honorable J. Bennett Johnston, Chairman, Senate Subcommittee on Appropriations for Energy and Water Development.

Adopted this 13th day of March, 1990.

ST. CLAIR COUNTY COMMISSION

Bruce Etheredge
Chairman

Charles Marcrum
Associate Member

James Hardy
Associate Member

H. J. Tucker
Associate Member

Associate Member

Century 21.
ASH REALTY, INC.
P.O. Box 625
2305 Cogswell Avenue
Pell City, Alabama 35125
Pell City (205) 884-2380
Birmingham (205) 251-8508
Fax (205) 884-2393

March 8, 1990

Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy and Water Development
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill:

I support Coosa-Alabama River Improvement Association's requests for FY91, as you and I have discussed many times this would be a boost to the industrial growth along the Coosa River.

We in St. Clair County are hopeful that the committee will resume design and engineering work on the Coosa Projhect, which was suspended in 1983.

Next time you are in St. Clair give me a call.

Best wishes,

Ed E. Ash
President

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"Alabama's Largest Home-Owned Newspaper"
P. O. BOX 189 • PHONE 236-1551
ANNISTON, ALABAMA 36202

PHILLIP A. SANGUINETTI
PRESIDENT

March 14, 1990

The Hon. Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy and Water Development
House of Representatives
Washington, DC 20515

Dear Congressman Bevill:

Although Anniston is not on the Coosa River per se, we have always felt that the river development would be a great asset to the county, the state and the nation.

Our newspaper has supported this activity for more than 50 years and I hope you will consider this letter as written support for the Coosa-Alabama River Improvement Association Inc., request for FYI 91.

We also urge the Congress to consider modifying the Water Resource Development Act of 1986 to enable non-developed and developing rivers to be exempt from most cost-sharing requirements until a reasonable level of tonnage is achieved. We, too, believe that Section 140 authority (as contained in the Act of 1976) should be restored to enable regional benefits to be used in computing benefit/cost ratios.

We also urge that design and engineering work on the Coosa Project, which was suspended in 1983, be resumed, and that Federal maintenance and operation of the Alabama River waterway from Mobile to Montgomery be continued.

We also urge the continuance of operation and maintenance of the upstream reservoirs and hydropower plants at Allatoona and Carters Lake in Georgia, as well as the schedule for the Mobile Harbor Deepening Project to 55 feet depth.

We would greatly appreciate your assistance in these matters.

Very truly yours,

Phillip A. Sanguinetti

PAS: bjh

The Goodyear Tire & Rubber Company

GADSDEN, AL 35999

PHONE (205) 546-6341

March 27, 1990

Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy and Water Development
House of Representatives
Washington, D. C. 20515

Dear Congressman Bevill:

I am writing to you to express my support for the Coosa-Alabama River Improvement Association request for FY91. I am part of a collective effort to maintain and extend the waterway. Your support of the association's position will benefit our state and will be appreciated.

H D Smith
Plant Manager

/bsb

City Of Rainbow City

Sue L. Glidewell
Mayor

Council Members
Billy Ray Colvin
Frank Ramsey
Barbara Mack
Aaron Swindall
Cora Kelly

Municipal Complex

March 12, 1990

Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy and Water Development
House of Representatives
Washington, D. C. 20515

Dear Congressman Bevill:

I am writing in support of the Coosa-Alabama River Improvement Association's funding requests for FY91 and I will be attending the Congressional Hearing on March 27, 1990.

We will be asking for money in the operations and maintenance area to continue the working on training dikes and dredging. There is a definite need for improved reliability of the channel, so the Alabama River can reach its potential as a major inland waterway.

Waterways provide efficient transportation productivity that lowers inflation and tends to ease upward pressure on the deficit.

I look forward to seeing you in Washington, D. C. on March 27, 1990.

Kindest personal regards,

Sue L. Glidewell
Mayor

3700 Rainbow Drive • Rainbow City, Alabama 35901-6208 • (205) 442-2511

J. T. Jordan Cotton, Inc.

Ph. No. 205-927-5818

Rt. #1, Box 78
Centre, Al. 35960

March 17, 1990

Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy & Water Development
House of Representatives
Washington, D. C. 20515

Dear Congressman Bevill:

I wholeheartedly support the Coosa-Alabama River Improvement Association's funding requests for FY91.

The Alabama River was one of the few rivers to show increases during the years 1981-1986, and the tonnage appears to have eased somewhat since then. I believe that it would increase with enhanced reliability. Since we are in agriculture in Cherokee County, the increase in fuel taxes and user charges are affecting us. These higher taxes should be plowed back into the river development.

We also need improved reliability of the channel so the Alabama River can reach its potential as a major inland waterway. To do this, there will be a need for additional money in the operations and maintenance area.

Waterway users continue to have to pay a special tax on diesel fuel. This tax should be used solely to open new markets to users by developing the waterways. Also, the freight rates need to be lowered in order to give our producers a better export market which would help the trade balance.

We know that you are doing everything you can in getting appropriations to improve the waterways, and we are appreciative of your efforts.

Sincerely,

Tom B. Jordan

Tom B. Jordan

/k

PAWNEE AIR CARE, INC.
Rt. 1, Box 279-AA
Centre, AL 35960
(205)475-3806 • (205)927-4442

March 17, 1990

The Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy and Water Development
House of Representatives
Washington, D. C. 20515

Dear Congressman Bevill:

The Alabama River was one of the few rivers to show increases during the years 1981-1986, and the tonnage appears to have eased somewhat since then. I believe that it would increase with enhanced reliability. Since we are in an agricultural area, and this affects everyone in agriculture, the increase in fuel taxes and user charges are really affecting us. These higher taxes should be plowed back into the river development. Therefore, I really support the Coosa-Alabama River Improvement Association's funding requests for FY91.

We also need improved reliability of the channel so the Alabama River can reach its potential as a major inland waterway. To do this, there will be a need for additional money in the operations and maintenance area.

Waterway users continue to have to pay a special tax on diesel fuel. This tax should be used solely to open new markets to users by developing the waterways. Also, the freight rates need to be lowered in order to give our producers a better export market which would help the trade balance.

We know that you are doing everything you can in helping to get appropriations to improve the waterways, and we are most appreciative of your efforts.

Sincerely,

James T. Jordan

/k

We Value Your Business and Take Pride in Ours

Cherokee Farmers Cooperative, Inc.

1020 West Main Street
Centre, Alabama 35960
Phone 927-8435

March 27, 1990

Subject: Coosa-Alabama River Project.

To: Honorable Tom Bevill.

Cherokee Farmers Coop. which is located in Centre, Al. We purchases approximately 4000 to 5000 tons of fertlizer a year. All of this material is shipped in by truck, from Flordia, Mississippi, and Florence, Al. The cost of shipping this material is very expensive and time comsuming. We also ship from 200,000 to 300,000 bushels of grain to Guntersville Al. or Decatur, Al. each year. This is also expensive and time comsuming. We have several other Bussinesses in the Centre area which imports, or ships similiar amounts of Farm Commodities to Market over these large distances.

I have been studying the progress on the Coosa-Alabama River Project. I would like to ask you to please help support this Project. I believe it would be very beneficial in helping our Community reach it's Potentail Economical Prosperity. I also believe it will open New Opportunies for New Bussinesses all the way from Mobile, Al. to Rome, Ga.

Thank you,
Cherokee Farmers Coop.

Larry Leslie
Manager

Thompson CAT

Thompson Tractor Company

March 9, 1990

The Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy and Water Development
House of Representatives
Washington, D.C. 20515

Dear Mr. Bevill:

Thompson Tractor Co., Inc. is the authorized Caterpillar dealer for the state of Alabama and the ten counties of Northwest Florida. Our company of 750 employees is dedicated to the sale and service of the full line of Caterpillar equipment, lift trucks and engines.

Our products are found in every industry having materials to be moved: coal, forest products, sand and gravel, grain, chemicals, and manufactured goods. The Coosa-Alabama River is of vital importance to Thompson Tractor Co. and to our customers. Two of the major markets we serve, coal and pulp and paper, rely heavily on an efficient water transportation system.

Thompson Tractor Co. supports the Coosa-Alabama River Improvement Association funding requests for fiscal year 1991. Our waterways provide efficient transportation productivity and it is vitally important that the Alabama River reach its potential as a major inland waterway.

The efficiency and reliability of Alabama's water transportation system must be improved. We support the March 27, 1990 testimony of the Coosa-Alabama River Improvement Association and pledge our support to the success of our waterway systems.

Sincerely,

Michael D. Thompson
President

MDT/sh

2401 Pinson Hwy. • Box 10367 • Birmingham, AL 35202
(205) 841-8601

Birmingham • Anniston/Oxford • Auburn/Opelika
Dothan • Grove Hill • Huntsville/Decatur
Mobile • Montgomery • Tuscaloosa • Tuscumbia
Crestview, FL • Marianna, FL

City of Wetumpka

P. O. BOX 480
WETUMPKA, AL 36092

TELEPHONE (205) 567-5147

March 27, 1990

LEE J. WOOD, MAYOR
VELMA N. GOBER, CITY CLERK

COUNCIL
William M. "BILL" GRAY
Wm. F. "BILL" SAHLIE
CATHERINE S. SANFORD
MARION M. SANFORD
LEWIS E. WASHINGTON, SR.

Honoraiole Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy and Water Development
House of Representatives
Washington D. C. 20515

Dear Mr. Bevill:

The City of Wetumpka supports Coosa Alabama River Improvement Association in their budget request to the subcommittee. Please consider the following specific matters:

1. Modifying the Water Resource Development Act of 1986 to enable nondeveloped and developing rivers to be exempt from most cost-sharing requirements until reasonable level of tonnage is achieved.
2. Resume design and engineering work on the Coosa Project, which was suspended in 1983.
3. Continue timely dredging and appropriate maintenance for the Alabama River Channel below Claiborne.
4. Continue Federal maintenance and operation of the Alabama River waterway from Mobile to Montgomery.

We also would like to point out that:

1. Extensive commitments to private investment on navigable waterways have been made on the assumption that Federal Maintenance and operation of the waterways would be continued.
2. Waterways provide efficient transportation productivity that lowers inflation and reduces national deficits.
3. Lowered freight rates are in the national interest as manufacturers and farmers compete to improve our balance of payments.
4. Congress must use every means to resist unilateral reallocation of shared water resources between states. The institutionalization of interstate compacts as a viable substitute for protracted court action must be encouraged at the federal level.
5. A public policy decision to invest in an underdeveloped region like the Coosa Valley would strengthen the nation as a whole.
6. Studies of completed waterways such as the Arkansas, the Gulf Intracoastal Waterway, and also of the planned Coosa Project, show that the returns fully justify the investment.
7. The Waterways Trust Fund, maintained by user fuel taxes, should be considered an investment by the users and should be returned as an aid to expanded development.

Your consideration in this matter will be appreciated.

Sincerely,

CITY OF WETUMPKA

Lee J. Wood

Lee J. Wood, Mayor

LJW/aw

Coat-of-Arms

A COUNTY OLDER THAN THE STATE

WILLIAM F. JOSEPH, JR., CHAIRMAN
FRANK A. BRAY
LYNN A. GOWAN
JOHN F. KNIGHT, JR.
MACK MCWHORTER

DAVID T. STOCKMAN, ADMINISTRATOR

MONTGOMERY COUNTY COMMISSION
P.O. BOX 1667
MONTGOMERY, ALABAMA 36192

ESTABLISHED 1818

March 27, 1990

Honorable Tom Bevill, Chairman
Subcommittee on Appropriations for
Energy and Water Development
House of Representatives
Washington, D. C. 20515

Dear Mr. Chairman:

The Montgomery County Commission continues to closely follow the development of the Coosa-Alabama River project which was originally authorized by the Congress in 1945. We believe that the benefits which accrue to the citizens of this region, and to the nation, fully justify the complete construction and operation of this economical waterway.

We fully support the testimony provided by the Coosa-Alabama River Improvement Association. For many years this group has represented us and they accurately reflect our feelings of support for this waterway project.

Of particular interest to us is funding which would complete lowering the dredge reference profile and rock removal. Associated with this project is the completion of Phases I and II of the training dike work.

Also, we feel that the requested appropriation to continue the operation and maintenance of the entire system to include the reservoirs and hydropower plants is essential to the continuity of this project. We believe this project direclty relates to lowered freight rates and improves the export market and creates a positive national improvement on our nation's trade balance.

We urge your favorable consideration of the recommended appropriations for FY91. Adequate funding as requested is necessary to insure that progress is made for further development of the system and to properly operate and maintain the existing portion. Similar information has been sent to Honorable J. Bennett Johnston, Chairman, Subcommittee on Appropriations for Energy and Water Development, United States Senate, regarding this matter.

Sincerely,

W. F. Joseph, Jr.
Chairman

WFJjr/el

cc: Mr. Ralph O. Clemens, Jr., Executive Vice President
Coosa-Alabama River Improvement Association, Inc.

UNION BANK & TRUST CO.
60 COMMERCE STREET
POST OFFICE DRAWER 2191
MONTGOMERY, ALABAMA
36197-5401

HENRY A. LESLIE
PRESIDENT
CHIEF EXECUTIVE OFFICER

205-240-2300

March 27, 1990

The Honorable Tom Bevill
Chairman
House Subcommittee on Appropriations
for Energy and Water Development
House of Representatives
Washington, D. C. 20515

Dear Tom:

I want to take this opportunity to write you supporting the Coosa - Alabama River Improvement Association's request for funding!

The Union Bank Building overlooks the great Alabama River in downtown Montgomery, and it has been my pleasure over the years to show visitors to our city and state the great possibilities of transportation on this river.

I trust that you will fund the request of the organization, since our waterways provide transportation at a lower cost. This would tend to lower inflation, benefitting all our citizens, and thus tending also to ease the pressure on the deficit.

We have a very capable Executive Vice President of the Improvement Association, namely Ralph O. Clemens, Jr., who is particularly talented and articulate in representing the needs and interests of the users and potential users of our waterway as well as working with the various groups interested in water transportation.

Thank you for this opportunity to set forth my personal views.

With warmest personal regards, I am

Sincerely yours,

Henry A. Leslie

HAL/cs

JOSEPH G. WHEELER, JR.
District Manager

Alagasco

ALABAMA GAS CORPORATION
220 Montgomery Street
Montgomery, Alabama 36192
Telephone (205) 241-4200

March 27, 1990

Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy and Water Development
House of Representatives
Washington, D. C. 20515

Dear Sir:

We at Alabama Gas Corporation and our parent company, Energen, are vitally interested and concerned over the economic development of the State of Alabama. In this regard, we have taken some positive and innovative steps to promote and encourage economic development. In keeping with this corporate philosophy we support the Coosa-Alabama River Improvement Association, Inc. and its FY91 requests. Even though we will be unable to be in Washington, D.C. on March 27, 1990, we are part of a collective effort to maintain and extend the waterway.

We would like to emphasize the following specific matters which are vitally important to us:

* Continue federal maintenance and operation of the Alabama River waterway from Mobile to Montgomery.

* Maintain the schedule for the Mobile Harbor Deepening Project to 55 feet depth.

In addition to the above, we believe that a public policy decision to invest in an underdeveloped region like the Coosa Valley would strengthen the nation as a whole.

Sincerely,

ALABAMA GAS CORPORATION

Joseph G. Wheeler, Jr.
District Manager

/gc

MONTGOMERY

Center Stage in the South

March 27, 1990

Honorable Tom Bevill
Chairman
House Sub-Committee, Appropriations
for Energy & Water Development
House of Representatives
Washington, DC 20515

Dear Congressman Bevill:

As President of the Montgomery Area Chamber of Commerce, I strongly urge you to support the FY91 funding requests of the Coosa-Alabama River Improvement Association.

The Chamber, in its economic development effort, promotes river usage as part of our intermodal transportation system, and thus, has a continuing interest in maintaining and improving the viability of the Alabama River as a waterway link to the Tennessee-Tombigbee Waterway and to the Port of Mobile. Consequently, we also support the Association's desire to resume work on the Coosa Project and also to maintain the Mobile Harbor Deepening Project.

We appreciate your past support of the Association's goals and wish to impress upon you our sincere commitment to promoting the Coosa and Alabama rivers for economic development.

Respectfully,

Randall L. George
President

/mm

MONTGOMERY AREA CHAMBER OF COMMERCE

41 COMMERCE STREET • PO BOX 79 MONTGOMERY AL 36101 • 205-834-5200
ORGANIZED 1882 • INCORPORATED 1890

PH&J architects inc.

MEMBERS OF THE AMERICAN INSTITUTE OF ARCHITECTS

WILLIAM M. PEARSON, AIA
DAVID H. PAYNE, AIA
J. ROLAND POND, AIA
CHARLES HUMPHRIES, AIA
GRIFFIN HARRIS, AIA
DENIS O. JONES, JR., AIA
RAMON W. TORODE, AIA
JOHN R. GANDY, AIA
DAVID G. HANCOCK, AIA
C. CURTIS RUSSELL, JR., AIA
DAVID ATKINS, CONST. ADM.
JIM UPCHURCH, JR., OFF. ADM.

BOX 215 · 807 S. McDONOUGH ST.
MONTGOMERY, ALABAMA 36101
TELEPHONE (205) 265-8781

March 27, 1990

Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy and Water Development
House of Representatives
Washington, D. C. 20515

RESOLUTION

WHEREAS, the Coosa-Alabama River Improvement Association, Inc. has diligently supported efforts to improve and vitalize waterways in Alabama and the United States for over 100 years; and,

WHEREAS, the leadership of the Coosa-Alabama River Improvement Association, Inc. is comprised of respected and dutiful persons; and,

WHEREAS, the goals of the Coosa-Alabama River Improvement Association, Inc. and its constituents are to promote positive action towards projects essential to the availability and use of waterways and the natural environment;

BE IT THEREFORE RESOLVED that the architectural firm PH&J Architects, Inc. having practiced in a professional, environmentally conscious pattern for over 35 years does support the efforts of the Coosa-Alabama River Improvement Association, Inc., and,

BE IT FURTHER RESOLVED that PH&J Architects, Inc. requests that the Congressional Appropriations Subcommittee favorably receive the requests of the Coosa-Alabama River Improvement Association, Inc.

Denis O. Jones, Jr., AIA
Senior Principal

ROJjr/mmg

Monroe County Commission
MONROE COUNTY
P.O. BOX 8 • MONROEVILLE, ALABAMA 36461
(205)743-4107

SILAS G. TUCKER, District 1
CARLISLE McCLURE, District 2
ALEX ROBERTS, District 3
CHARLIE McCORVEY, JR., District 4

"A County Older than the State"

JUDGE OTHA LEE BIGGS
President
ANNA RUTH MELTON
Clerk & Purchasing Agent

March 20, 1990

Honorable Tom Bevill, Chairman
Hmuse Subcommittee on Appropriations
for Energy and Water Development
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill:

The Monroe County Commission, Monroe County, Alabama, respectfully requests your approval of the FY-91 appropriations as submitted by the U.S. Corp of Engineers for the continued development of the Coosa-Alabama Rivers System.

The continued development of the Coosa-Alabama Rivers Systems, from Rome, Ga. to the Port of Mobile, Al., is essential for the Southeast to realize the maximum economic benefits. There is presently under construction near Claiborne, Monroe County, Alabama, a $1.1 billion Pulp and Newsprint Mills in addition to a $285 million Pulp Mill already in production. As these Mills are completed and become operational the utilization of the Alabama River becomes more and more essential. Timely dredging and appropriate maintenance for the Alabama River Channel below Claiborne, Federal maintenance and operation of the Alabama River waterway from Mobile to Montgomery, and maintaining the schedule for the Mobile Harbor deepening project to 55 feet are critical to the successful operation of this Pulp and paper complex, which will be the largest of its kind in the world when completed, not to mention the fact, that Claiborne docks is very important to the farmers of this area of Alabama for the shipment of grain by barge to the Port of Mobile.

We, therefore, respectfully request favorable consideration be given to the approval for FY-91 appropriations for the Coosa-Alabama Rivers System as requested by the U.S. Corp of Engineers.

Respectfully submitted,

Otha Lee Biggs

Otha Lee Biggs,
President,
Monroe County Commission

OLB/nm

Monroeville Area
Chamber of Commerce

P.O. BOX 214
MONROEVILLE, AL 36461
(205) 743-2979

March 27, 1990

Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy and Water Development
House of Representatives
Washington, D. C. 20515

Dear Chairman Bevill:

The Monroeville Area Chamber of Commerce is in strong support of the Coosa-Alabama River Improvement Association's funding requests for FY91. Navigation on the Alabama River is critical to the continued improvement and economic development of Monroe County, Alabama.

During 1988 and 1989, the waterway played a crucial role in attracting $ 1.1 billion in new industry to Monroe County. The river is used to transport raw materials (wood, wood chips, etc.) to industrial operations at Claiborne on the bank of the Alabama River. The completed production moves through the State Docks at Mobile, and makes Monroe County industry the largest exporter through the State Docks at Mobile. Maintenance of the river is therefore vital to Monroe County's economic stability, and thus we support a budget request for appropriate maintenance of the Channel from Claiborne to Mobile.

It is also our desire that work on the Coosa Project be resumed, in order that the entire system is made navigable from Mobile to Rome, Georgia. The State of Alabama will not feel the maximum economic benefit of the waterway until this takes place.

The Monroeville Area Chamber of Commerce is working as part of a collective effort to maintain and extend the waterway which is so critical to the continued economic health and vitality of our region.

Very truly yours,

Mike Potter

Mike Potter,
President

ALABAMA RIVER PULP COMPANY INC.

P. O. Box 100
Claiborne Mill
Perdue Hill, Alabama 36470
Phone (205) 575-2000

March 8, 1990

Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy and Water Development
House of Representatives
Washington. D.C. 20515

Dear Representative Bevill:

Alabama River Pulp Company, Inc. is pleased to participate in the efforts to improve the Coosa-Alabama Waterway and maintain the Alabama River as a viable waterway.

As the Alabama River channel is improved, we will have the opportunity to expand our barging operations as much as economically possible to achieve lower transportation costs for incoming raw materials, fuels, supplies and outgoing finished product.

We produce bleached market kraft woodpulp both for the domestic and export market. In 1989 we barged no tons of outbound finished product but received 13,000 tons of inbound of #6 Fuel Oil.

Over the last three years, we have studied the economic feasibility of barging finished woodpulp to our domestic customers in Wisconsin, Michigan, Ohio and the Northeastern part of the United States.

Alabama River Pulp Company's present domestic shipments of finished product considered for barging is approximately 100,000 tons to Wisconsin and Michigan costomers and approximately 75,000 tons to customers in Ohio and Northeastern United States for a possible total barging volume of 175,000 tons that may be shipped via the Tenn-Tom Waterway.

This year we will start up Alabama River Newsprint Company, a 250,000 tons per year newsprint mill that will serve the Southeastern and Southwestern U.S.

This $320 million mill is located next to our present pulp mill here in Monroe County on mile 69 of the Alabama River. It will produce approximately 250,00 tons of newsprint per year and employ between 150 to 200 permanent employees.

A portion of this 250,00 tons of newsprint may well be shipped to distribution centers by the inland waterway system if economically feasible.

Also Parsons and Whittemore, Inc., the parent company of Alabama River Pulp, Company, Inc., has started construction on an additional pulp mill here at this location. This new pulp mill will be equal in size to the existing mill and produce approximately 450,000 tons per year of softwood pulp. This mill is estimated to provide an additional 175,000 tons of finished product to our domestic pulp customers. Our combined domestic shipments of pulp from 1992 on will be approximately 350,000 tons of finished product to our domestic pulp customers. A portion of this combined tonnage may well be shipped to domestic customers and/or distribution centers by the inland waterway system if economically feasible.

It is our intent to use water transportation whenever economically possible because we predict this mode of transportation will experience the lowest rate of cost increase over the next five to ten years.

While the Alabama River has an authorized project depth of nine feet and at this level could be sufficient for the Alabama River Pulp Company's barge movement of pulp from the mill to our domestic customers in Wisconsin, Michigan and Ohio and the newsprint shipments from this site. However, this draft historically has been available to commercial traffic for only approximately nine months each year. An example would be during the last summer and early fall, there is a 90-100 day period of "low water" when the river depths are less than eight feet which restricts usable barge drafts to about seven feet. Conversely, a "high water" period in the spring months produces swift currents making navigation difficult on several critical and narrow bends.

The Corp's Mobile office is congnizant of the aforementioned problem facing commercial interest on the Alabama River and within their discretionary authority, has instituted studies and corrective measures for these problems. Possible short intermediate term solutions being evaluated include: increased regulation of water discharges at the Claiborne Lock and Dam which should partially mitigate the seasonal low water problem: modified operational procedures for the Jones Bluff and Millers Ferry projects (up-river) to capture and harness all available water flows above Claiborne: and, additional dikes and "training" structures on the lower river to further confine water-flows thereby increasing depths in critical reaches of the waterway.

Should these alternatives prove to be ineffective in solving this long standing problem on the Alabama River, the Corps has also indicated that it may be necessary to seek funding, as to identify additional projects or authority needed from the Congress to increase the River's lowflows.

We are pleased to be located on this Alabama waterway in Monroe County and look forward to the improvement of this vital waterway. We must all work together to converse our energy resources in the most efficient manner possible.

We respectfully request your concurrence and recommendation of funding being sought by the Coosa-Alabama River Improvement Asociation for fiscal year 1990.

Sincerely,

Alabama River Pulp Company, Inc.

Stephen E. Hughes, Jr.
Director of Purchasing and Traffic

SEH/ssf

Alabama Electric Cooperative, Inc.
Post Office Box 550
Andalusia, Alabama 36420
(205) 222-2571

James A. Vann, Jr.
Executive Vice President
and General Manager

AEC

March 13, 1990

Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy and Water Development
House of Representatives
Washington, DC 20515

RE: FY91 U. S. Army Corps of Engineers Funding for the Coosa-Alabama River Systems and Port of Mobile

Dear Representative Bevill:

On behalf of Alabama Electric Cooperative, Inc. (AEC) and its twenty-two (22) member systems, I am writing to request your continued support of referenced funding.

The more efficient transportation that will result from the full development of the Coosa River Project and the continued improvement of the Alabama River Waterway will not only help AEC and our member systems, but will also help the area, the state and the nation.

We do appreciate your help in the past in securing funding for the Coosa-Alabama River Systems and the Port of Mobile, as well as other areas related to the rural electric program. Therefore, we sincerely hope that we can continue to depend on your support in getting the U. S. Army Corps of Engineers' budget request approved this year.

Sincerely,

James A. Vann, Jr.
Executive Vice President
and General Manager

JBA/ccw

Copy: Mr. Ralph O. Clemens, Jr.
Executive Vice President
Coosa-Alabama River Improvement Assoc., Inc.

STATEMENT FROM ALABAMA ELECTRIC COOPERATIVE, INC.

IN SUPPORT OF FY91 UNITED STATES ARMY CORPS OF ENGINEERS FUNDING

FOR THE COOSA-ALABAMA RIVER SYSTEMS AND PORT OF MOBILE

Alabama Electric Cooperative, Inc. (AEC) along with its twenty-two (22) member systems fully support the testimony of the Coosa-Alabama River Improvement Association, Inc., before your subcommittee. As a member of the Coosa-Alabama River Improvement Association, AEC joins with the Association in its endeavor to improve the efficiency and reliability of the Coosa-Alabama River Systems.

Alabama Electric Cooperative, Inc. (AEC), with its headquarters in Andalusia, Alabama generates and transmits electrical energy to its twenty-two (22) member systems throughout Central and South Alabama and the panhandle of Northwest Florida. These member-owners are comprised of sixteen (16) rural electric cooperatives, four (4) municipalities and two (2) industries. In turn, these member-owners furnish power to homes, farms, commercial and industrial establishments of more than 500,000 consumers.

The area served by some of AEC's member systems encompasses the same area as the Coosa-Alabama River Systems. This area is predominantly agricultural/forest related and is sparsely populated. The agricultural/forest related industry in this area is lagging behind and has not experienced the rate of recovery the rest of the United Sates economy has enjoyed. As a result, the unemployment rates in some of the areas of the Coosa-Alabama River System are still high. The development of the Coosa River Project and the continued improvement of the Alabama River Waterway will aid in bringing industry and jobs to this depressed area.

To accomplish the development of the Coosa River Project and the continued improvement of the Alabama River Waterway, AEC requests your subcommittee to consider and approve the following: Resume design and engineering work in the Coosa Project. Continue operation and maintenance of upstream reservoirs and hydropower plants at Allatoona and Carters Lake in Georgia. Modify the Water Resource Development of Act of 1986 to enable non-developed and developing river systems to be exempt from most cost-sharing requirements until a reasonable level of tonnage is achieved. Additionally, restore Section 140 authority (as contained in the Act of 1976) to enable regional benefits to be used in computing benefit/cost ratios. Maintain the schedule for the Mobile Harbor Deepening Project to 55 foot depth. Continue U. S. Army Corps of Engineers' maintenance and operation of the Alabama River Waterway from Montgomery to Mobile.

atrc
TOMBIGBEE REGIONAL COMMISSION
GEORGE F. ALFORD JR
EXECUTIVE DIRECTOR
POST OFFICE BOX 269 CAMDEN ALABAMA 36726
TELEPHONE (205) 682-4234

March 27, 1990

The Honorable Tom Bevill
Chairman
HOUSE SUBCOMMITTEE ON APPROPRIATIONS
FOR ENERGY AND WATER DEVELOPMENT
House of Reprensentatives
Washington, D. C. 20515

Dear Chairman Bevill:

The Alabama-Tombigbee Regional Commission is pleased to submit a statement on behalf of the Coosa-Alabama Improvement Association, Incorporated in support of their request for Fiscal Year 1991 Funding.

The Alabama-Tombigbee Regional Commission is a multi-county planning and development commission located in southwest Alabama. Our governments include of 10 county and fourty-seven municipalities. The Alabama-Tombigbee Regional Commission is very rural with a land area of approximately 10,000 square miles. According to the 1980 Census, there are 225,600 residents of which 51% is black. Our communities are small with all but one under 7,000 persons. In 1989, our per capita income ranged from a low of $6,458.00 to a high of $9,955.00, considerably below the state average of $11,315.00. Our state and nation continues to suffer unprecended unemployment rates. The Alabama-Tombigbee Region alone presently has an unemployment rate of 10.9%. Federal investments that create jobs are desperately needed to help alleviate the dire need for employment opportunities in our region and state.

Our waterways are one of our regions most valuable assets by providing transportation productivity, which lowers inflation and reduces the national deficits. It is vital to our region that the schedule for deepening the Mobile Harbor be maintained.

The Honorable Tom Bevill (cont'd.)
Page -2-
March 27, 1990

By remaining a viable waterway through continuation of Federal Maintenance and operation of the Alabama River from Montgomery to Mobile our region could overcome some of our economic problems.

Support for these projects by this Subcommittee is desperately needed. The potential this project offers our region is of the utmost importance. We urge Congress to realize the need for and support the Coosa-Alabama River Improvement Association's request for Fiscal Year 1991 Funding.

Thanking you in advance for your consideration, I am

Sincerely,

Alabama-Tombigbee Regional Commission

George F. Alford, Jr.
Executive Director

GFAjr:apv

ROBERT M. CRESWELL

CONSULTANT
500 BROAD STREET
CAMDEN, AL 36726
(205) 682-9576

March 29, 1990

Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy and Water Development
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill:

As the former Resource Manager of Alabama River Lakes, I have maintained a keen interest in the use and growth of the river since retiring in 1984. I fully support the the Coosa-Alabama River Improvement Association's funding requests for FY 91 and am testifying as part of the regional effort to improve and extend the waterway.

It is gratifying to note that the tonnage on the Alabama River has been stable with increases of same during the years 1981-1986. With the announced expansion by Parsons & Whittemore of the Alabama River Pulp Company into a 700 million dollar paper products complex in Monroe County, it is almost assured that the Alabama River will be used for a major transportation means for the raw and finished materials from this endeavor.

In view of the above, it is essential that the channel be maintained below Claiborne Dam to insure that this user and other major lines, i.e. Scott Paper and International Paper Co. can keep their mills supplied. The work on training dikes and dredging of channel must be continued. The Alabama River can still become a major inland waterway and is a valuable adjunct to the Tenn-Tom Waterway.

Waterways, in general, provide this nation with its most efficient and economical transportation system which tends to lower inflation and ease pressure on the federal deficit. Lower freight rates, in turn, result in a better export market for American producers.

I trust that your committee will give favorable consideration to the requests by the Coosa-Alabama River Improvement Association, Inc. for the FY 91 Budget.

Yours sincerely,

Robert M. Creswell

Robert M. Creswell

CARGILL
MARKETING
CO., INC.

1000 Hillcrest Road · Suite 222
Mobile, AL 36695
Mail Address: Box 161429
Mobile, AL 36616
205/633-3114

March 27, 1990

The Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy and Water Development
Washington, D. C. 20515

Dear Representative Bevill:

Cargill Marketing Co., Inc. is a Regional grain company that operates two barge loading facilities on the Coosa-Alabama River system. We are part of a collective effort to maintain and extend this waterway and in so doing, support the Coosa-Alabama River Association's funding requests for FY 1991.

Our grain business requires an available, reliable channel when we need to ship. This has not always been the case. Particularly from the Claiborne area, inability to use the river almost doubles our transportation cost.

Maintaining and upgrading this project, along with maintaining the schedule for deepening the Mobile Harbor, will continue to allow economic shipment of agricultural products. Thank you for your past funding support for this project.

Sincerely,

CARGILL MARKETING CO., INC.

Bruce A. Weinard

Bruce A. Weinard, President

BAW/cnc

First Alabama Bank
Mobile
Post Office Box 2527
Mobile, Alabama 36622-0001

Sheldon L. Morgan
Senior Vice President

March 27, 1990

Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations for
Energy and Water Development
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill:

This statement is rendered in behalf of the Coosa-Alabama River Improvement Association and requests for funding projects on both the Coosa and the Alabama rivers.

In 1983, the U. S. Army Corps of Engineers suspended design and engineering work on the Coosa project. We request that this work be resumed and funded in the FY '91 budget. Continued rehabilitation and added construction of training dikes and other modification is necessary on the Alabama River channel. Problems of navigation on the lower river have continued to plague us for many years. Remedial work needs to be done to attain greater efficiency of navigation. Operations and maintenance funding is requested to keep these programs going.

The Coosa-Alabama River Waterway continues to play a vital role in the economy of the region and the State of Alabama, serving industry and agriculture. We support the Association's funding request for FY '91.

Finally, we ask the Congress to consider amending the Water Resources Development Act of 1986 to permit Federal support of developing river basins without the participation of the Inland Waterway Trust Fund until usage of the waterway attains a feasible level of support from the users.

With kindest regards, I am

Yours sincerely,

Sheldon L. Morgan

SLM/ad

Floyd County
Georgia

RESOLUTION

THAT WHEREAS, the Congress of the United States is again considering appropriations for the Fiscal Year 1991 for further work to make navigable the Alabama-Coosa River System from Mobile, Alabama to Rome, Georgia and we request your favorable consideration; and,

WHEREAS, Floyd County is a part of the collective effort to maintain and extend the waterway and we wish to express our support for the efforts of the Coosa-Alabama River Improvement Association; and,

WHEREAS, we urge you to continue the operation and maintenance of the upstream reservoirs and hydropower plants at Allatoona and Carters Lake in Georgia; and,

WHEREAS, we also urge that the design and engineering work in the Coosa Project, which was suspended in 1983, be resumed.

NOW, THEREFORE, BE IT RESOLVED, that this Board of Commissioners goes on record in support of the Coosa River Navigation Project.

Done in open meeting this 13th day of March, 1990.

FLOYD COUNTY BOARD OF COMMISSIONERS

William P. Gilliland

WILLIAM P. GILLILAND, CHAIRMAN

ATTEST:

Sue Broome

SUE BROOME, CLERK

KOPPERS INDUSTRIES

Koppers Industries, Inc.
P.O. Box 510
Montgomery, AL 36101-0510

Telephone: (205) 834-6380
FAX: (205) 288-6480

March 27, 1990

The Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy and Water Development
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill:

Representing Koppers Industries, Inc., Montgomery, Alabama Plant, I am writing to relay to you my support of the Coosa-Alabama River Improvement Association, Inc. funding request for the fiscal year 1991. I am testifying as part of a regional effort to improve and extend the waterway.

Koppers uses the waterway to barge material from Montgomery to Mobile for export and movement to St. Paul, MN.

In 1989 we shipped 7 barges of treated wood poles and piling. The weight of this material was 7,352 tons.

The depth of the river forces us to use three barges per shipment until we reach Hooks Lake, down river from Montgomery approximately 2 days river time, where the greater river depth will allow us to off load the third barge onto the other two for movement on down river. This cost Koppers an additional $2500 to $3000 each time the third barge is used. Freight would be more cost effective if the river levels were more conducive to full capacity barge travel.

Koppers has found the waterway to be an asset and we urge the subcommittee to approve the needed funding for improvements.

Sincerely yours,

Doug Meadows
Plant Manager

DM/ks

ROBERT (BOOLEY) HITT
Chairman
M. THOMAS SMITH
District 1
BILLY RAY McKEE
District 2
JESSE BURNS
District 3

W. A. LUTES
District 4
LAWRENCE C. PRESLEY
District 5
BILLY RAY WILLIAMS
District 6

ETOWAH COUNTY COMMISSION
Gadsden, Alabama 35901
Telephone 205/546-2821

March 23, 1990

Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy and Water Development
House of Representatives
Washington, D.C. 20515

Dear Mr. Bevill:

It is indeed an expressed honor to appear before your committee on behalf of the citizenry of Etowah County and surrounding areas. It is most imperative that we, as the local entity, in joint effort with the state and federal governments, strive through every means possible to prevent the navigational effort, for the Coosa River, from falling by the wayside. The fact that our local county government has seen fit to sent two representatives to be in attendance at your committee hearings is indicative of the acute interest in the navagational aspect of the Coosa River.

As you may have seen from national news media reports, this area has been dealth a rather severe economic blow, in recent months, by the downturn in the local industrial sector. This appears to be brought about primarily by foreign competition. To offset this, we must capitalize on every available resource at our disposal in order to produce goals at a lower unit cost. According to statistics, water transportation can greatly enhance this effort.

There are several industries in this immediate area that could benefit greatly from water transportation. Gulf States Steel,Goodyear Tire and Rubber Company and Alabama Power Company's steam plant are typical examples of industries that rely on large bulk shipments of raw products for which water transportation is well suited.

It would appear that for our nation to maintain a strong vibrant economy, we must develope our inland waterways, of which our Coosa Alabama system is a vital element, in this network.

ETOWAH COUNTY COMMISSION
(Navagational Committee)

BY _____
Billy Ray Williams, Commissioner

_____
Roger Ellison, County Engineer

CHEROKEE COUNTY COMMISSION

REGULAR MEETING 2nd & 4th MONDAY
CHEROKEE COUNTY COURTHOUSE ANNEX
EQUAL OPPORTUNITY EMPLOYER
256-927-3886
CENTRE, ALABAMA 35960

PHILLIP W. JORDAN
Probate Judge

RICKY STALLINGS, Dist. 1
FLOYD PRATER, Dist. 2
C. L. ST. CLAIR, JR., Dist. 3
RICHARD SMITH, Dist.4

March 20, 1990

Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy and Water Development
House of Representatives
Washington, D.C. 20515

Dear Congressman Bevill:

The Cherokee County Commission highly supports the Alabama River Improvement Association requests for fiscal year 1991. We are proud to be a part of a collective effort that will maintain and extend the waterway. Our desire is that design and engineering work on the Coosa project will resume. It was suspended in 1983. Additionally, lower freight rates are desirable and in the national interests to farmers and manufacturers in order to improve our balance of payments.

We compliment you and your staff and the Subcommittee for the work you are doing in Washington.

Very truly yours,

Phillip W. Jordan
Judge of Probate

PWJ/dtb

GREATER ROME
CHAMBER OF COMMERCE
1 Riverside Parkway
Rome, Georgia 30161
404/291-7663

March 27, 1990

Honorable Tom Bevill, Chairman
House Subcommittee on Appropriations
for Energy and Water Development
House of Representatives
Washington, D. C. 20515

Dear Mr. Bevill:

I am enclosing a resolution from the Greater Rome Chamber of Commerce in the interest of the continuing development on the Coosa-Alabama River System.

We acknowledge, with sincere appreciation, the wholehearted support and appropriations that have made it possible to plan, begin, and continue construction on the system's projects.

We hold this program to be a splendid example of cooperation between the federal government and private power company development for the benefit of the entire Southeast.

Sincerely,

Howard N. Smith
Executive Vice President

j

Enclosure

ACCREDITED

1 Riverside Parkway
Rome, Georgia 30161
404/291-7663

- RESOLUTION -

WHEREAS, those counties lying within the basin of the Coosa-Alabama rivers are experiencing economic growth due to the current development program now underway on the rivers, and feel this will accelerate even faster when the Coosa-Alabama waterway is fully navigable from Mobile, Alabama to Rome, Georgia; and,

WHEREAS, extensive commitments to private investment on navigable waterways have been made on the assumption that federal maintenance and operation of the waterways would be continued, and studies of completed waterways such as the Arkansas, the Gulf Intracoastal Waterway, and also of the planned Coosa Project, show that the returns fully justify such investment; and,

WHEREAS, waterways provide a competitive alternative for shippers; lowered freight rates are in the national interest as manufacturers and farmers compete to improve our balance of payments; and,

WHEREAS, waterways provide efficient transportation productivity that lowers inflation and reduces national deficits; and,

WHEREAS, a public policy decision to invest in an underdeveloped region like the Coosa Valley would strengthen the nation as a whole; and,

WHEREAS, the Waterways Trust Fund, maintained by user fuel taxes, should be considered an investment by the users and should be returned as an aid to expanded development; and,

WHEREAS, dynamic economic growth, increased hydropower and barge transportation facilities, a more productive way of life, as well as increased recreational enjoyment, are but a few of the numerous benefits that will accrue when this great system is developed;

NOW, THEREFORE BE IT RESOLVED, that the Greater Rome Chamber of Commerce approves testimony by the Coosa-Alabama River Improvement Association for support of appropriations on the

following projects:

(1) Resumption of design and engineering work on the Coosa Project which was suspended in 1983;
(2) Continued timely dredging and appropriate maintenance of the Alabama River channel below Claiborne;
(3) Continued federal maintenance and operation of the Alabama River waterway from Mobile to Montgomery;
(4) Continued operation and maintenance of the upstream reservoirs and hydropower plants at Allatoona Lake, and Carters Lake, in Georgia;
(5) Maintaining the schedule for the Mobile Harbor Deepening Project to 55-feet depth.

NOW, THEREFORE BE IT FURTHER RESOLVED, that we, the Greater Rome Chamber of Commerce, being a part of a collective effort to maintain and extend the Coosa-Alabama rivers waterway, strongly urge appropriations representing the capability of the Corps of Engineers for Fiscal Year 1991.

Approved in regular session of the Board of Directors of the Greater Rome Chamber of Commerce, this 22nd day of March, 1990.

Bannester L. Harbin, President

TUESDAY, MARCH 27, 1990.

APALACHICOLA-CHATTAHOOCHEE-FLINT INLAND WATERWAY AND RIVER SYSTEM

WITNESSES

PHILLIP HORNSBY, PRESIDENT, TRI RIVERS
HOMER B. HIRT, JR., VICE PRESIDENT, TRI RIVERS
WILLIAM S. SUMPTION, EXECUTIVE DIRECTOR, TRI RIVERS

Mr. BEVILL. Next is Mr. Phillip Hornsby. We will be glad to hear from you and your group regarding the Tri Rivers.

Your prepared statement will be made a part of the record. You may just briefly summarize it, if you will.

Mr. SUMPTION. Chairman Bevill, I am William Sumption, Executive Director from the Association.

Mr. BEVILL. I am glad to recognize you.

Mr. SUMPTION. With us, of course, today we have Mr. Phillip Hornsby, our President from Iron City, Georgia, and Mr. Homer Hirt. He is the past President and he is the head of the Jackson County Port Authority down in Florida.

On our system it is noteworthy to acknowledge that we do, in fact, have a port authority there. Quite often, many people overlook that. We have with us as well, Mr. George Loyed, a Director at large from Blakely, Georgia; his wife, Chris, Mr. Hirt's wife, Teresa Hirt and Mr. Hornsby's daughter, Jamie Hornsby.

We have had a difficult year, as I am sure you are very much aware, but with your support we have been fairly successful in defending Alabama's water rights along with the great efforts of Mr. Walter Stevenson, Mr. Don Hines and of course, Governor Hunt in Alabama.

Through their efforts, we have brought on board the interests of the State of Florida, principally through Governor Martinez and some groups who have ensured their support. So we are, of course, interested in seeing a federally chartered compact to best serve the interests of the Chattahoochee River Basin.

At this time, sir, I will turn it over to Mr. Hornsby.

Mr. BEVILL. The Chair will recognize you, Mr. Hornsby.

Mr. HORNSBY. Thank you, Chairman Bevill and members of the committee, for this opportunity to present the needs of the Apalachicola-Chattahoochee-Flint Inland Waterway and River System. Today, those needs have never been more critical, particularly on behalf of all downstream users south of Atlanta to the Gulf of Mexico.

I am Phillip Hornsby, of Iron City, Georgia, President of the Tri Rivers Waterway Development Association. The primary objectives of our association are the effective development, utilization and maintenance of the Appalachicola-Chattahoochee-Flint Inland Waterway and River System for commercial navigation.

We are here today to thank you for the funds you have provided for the continued operation and maintenance of the Apalachicola-Chattahoochee-Flint Inland Waterway and River System, and to urge funding of the request in the President's budget submitted to Congress for fiscal year 1991.

We also request that you appropriate funds requested in the President's budget for the operation and maintenance of four multipurpose dams on the ACF system. These figures are outlined in our statement as provided to your committee.

Our organization is, of course, also very interested in and strongly supportive of flood control, hydroelectric power generation, water quality, equitable water supply, drought management, recreation, and wildlife enhancement. Our perspective is focused on the equitable use of the ACF system resources and services, a perspective which we feel your committee has demonstrated excellent support for recently with the request for a comprehensive river basin study.

We are most grateful for your support concerning proper analysis of the proposed reallocation of Lake Lanier. In light of the recent controversy concerning the additional and excessive demands desired to be placed upon the Chattahoochee River by Atlanta, we sit before you today with strong concern for insuring that the authorized construction purposes will not be impacted further by efforts to receive special local support from the Chattahoochee River.

This issue is not a matter of Atlanta growing at the expense of others in the same river valley. Atlanta does have other alternatives for water supply, but perhaps such options are not as inexpensive as consuming as much of the Chattahoochee as Atlanta area interests desire.

Atlanta, though, can more readily afford additional infrastructure and water supply costs much easier than the other, much smaller communities in our Tri State River Basin area. The significant point should be recognized before we further stress Lake Lanier and the Chattahoochee River, particularly during periods of low flow and drought when the downstream interests are harmed the most.

Mr. Chairman, you and your fellow committee members have demonstrated your commitment to keep our nation's inland waterway systems as viable entities to the nation's economy. Through this sound commitment you have strengthened our nation's economy and the standard of living for many of our citizens. The citizens living in the ACF Basin area of Alabama, Florida and Georgia have benefited and are grateful for your support and foresight.

We ask that the Congress of the United States reaffirm the long-term perspective that built the ACF inland waterway and river system. That concept, based on sound priorities and placed into law, best serves the broad interests of the basin area. The original purposes of navigation, maximum hydropower production, and flood control must be preserved to insure substantial cost savings for area residents.

In closing, we are thankful for this commitment and for the knowledge that it will not waiver. I would like to again thank you for allowing me to testify today. We are grateful for your continued leadership and diligence.

At this time I would like Mr. Homer Hirt to give our closing statement.

[The statement of Mr. Hornsby follows:]

TRI RIVERS
Waterway Development Association
P.O. Box 2232, Dothan, AL 36302
205/792-8611

Phillip Hornsby
President
Route 1
Iron City, GA 31759
912/774-2149

STATEMENT
BEFORE THE
U.S. HOUSE OF REPRESENTATIVES ENERGY AND WATER
DEVELOPMENT SUBCOMMITTEE ON APPROPRIATIONS

STATEMENT IN BEHALF

of the

APALACHICOLA-CHATTAHOOCHEE-FLINT INLAND WATERWAY

AND RIVER SYSTEM

Communication concerning
this document should be
addressed to:

Phillip Hornsby, President,
Tri Rivers Waterway
Development Association
P. O. Box 2232
Dothan, Alabama 36302

(912) 774-2149 Iron City, GA
(205) 792-8611 Dothan, AL

March 27, 1990

BOARD OF DIRECTORS
ALABAMA: J. Herbert Beasley, *Eufaula*; R. H. McSwean, *Abbeville*; Lloyd T. Rich, *Dothan*; Charles Tigner, *Seale*; Charles O. Beall, *Phenix City*; Bruce Childress, *Gulf Shores*.
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FLORIDA: Guy McKenzie, Sr., *Tallahassee*; J. P. McDaniel, *Sneads*; Homer B. Hirt, Jr., *Sneads*.

SUMMARY

TRI RIVERS WATERWAY DEVELOPMENT ASSOCIATION

REQUEST FOR FISCAL YEAR 1991 FUNDING

OPERATIONS AND MAINTENANCE

Apalachicola, Chattahoochee, Flint River System including George W. Andrews Lock, Dam and Lake, Alabama, Florida, and Georgia $3,776,000

Jim Woodruff Lock, Dam, and Lake Seminole, Alabama, Florida and Georgia $4,169,000

Buford Dam and Lake Sidney Lanier, Georgia $5,707,000

Walter F. George Lock, Dam and Lake, Alabama and Georgia $5,460,000

West Point Dam and Lake, Georgia $4,908,000

WITNESS IN BEHALF OF

THE APALACHICOLA-CHATTAHOOCHEE-FLINT

INLAND WATERWAY AND RIVER SYSTEM

MARCH 27, 1990

Phillip Hornsby — Spokesman
President, Tri Rivers

Homer B. Hirt, Jr.
Vice President, Tri Rivers

George A. Loyed
Director-At-Large, Tri Rivers

William S. Sumption
Executive Director, Tri Rivers

STATEMENT

BEFORE THE ENERGY AND WATER DEVELOPMENT SUBCOMMITTEE

OF THE HOUSE APPROPRIATIONS COMMITTEE

March 27, 1990

Thank you, Chairman Bevill and members of the committee for this opportunity to present the needs of the Apalachicola-Chattahoochee-Flint Inland Waterway and River System.

I am Phillip Hornsby, of Iron City, Georgia, President of the Tri Rivers Waterway Development Association. The primary objectives of our association are the effective development, utilization and maintenance of the Apalachicola-Chattahoochee-Flint Inland Waterway and River System for commercial navigation.

The basic authority for the navigable waterway is the 1945 River and Harbor Act which called for a 9 by 100 foot navigation channel from Apalachicola, Florida on the Gulf Intracoastal Waterway to Phenix City, Alabama/Columbus, Georgia on the Chattahoochee River and Bainbridge, Georgia on the Flint River.

Our organization is, of course, interested in and supportive of flood control, hydroelectric power generation, water quality, water supply, drought management, recreation, and wildlife enhancement. Our perspective is focused on the equitable use of the all system resources and services, with appropriate support for the ACF Federal Inland Waterway.

As we accomplish these objectives we are also strengthening the economic development base in Southeast Alabama, Southwest Georgia, and Northwest Florida. Accomplishing these worthy objectives and focusing on regional economic development has been the thrust of our association since it was founded in 1960.

We are here today to thank you for the funds you have provided for the continued operation and maintenance of the Apalachicola-Chattahoochee-Flint Inland Waterway and River System, and to urge funding of the request in the President's budget submitted to Congress for Fiscal Year 1991. This request of $3,776,000 is for the continued operation and maintenance of the ACF System.

We also request you appropriate funds requested in the President's budget for the operation and maintenance of four multipurpose dams on the ACF System, including:

Jim Woodruff Lock, Dam and Lake Seminole	$4,169,000
Buford Lock, Dam and Lake Sidney Lanier	$5,707,000
Walter F. George Lock, Dam and Lake	$5,460,000
West Point Dam and Lake	$4,908,000

There are six public ports along the ACF Waterway representing an investment of more than $15 million. Moreover, there are millions of additional dollars invested in private facilities and industrial operations along the waterway.

The nation's waterways serve as a vital link in providing much of the transportation needs of manufacturers and farmers in shipping their products and commodities from region to region. With existing rail costs presently increasing, as recently demonstrated by CSX Railroad, the valuable need for the ACF Inland Waterway is demonstrated to area interests, particularly our valley region farmers.

Tonnage moved on the system represents a substantial savings in transportation costs of millions of dollars to industries and final destination customers in the ACF basin. Economic development factors show that cargo tonnage means several hundred jobs, and millions of dollars in personal income, and state and local taxes. This contribution to the regional economy is essential to the continued growth of the States of Alabama, Florida and Georgia.

The association's study, "Barging Options for moving Tri Rivers Forest Products to Northern Markets", continues to take hold with word that Great Southern Paper Company has undertaken a study to move logs on the ACF System. Efforts are currently under way to explore every future consideration for marketing the plentiful ACF basin area forest products which can and have been shipped profitably on the system. We are studying the potential for increasing shipments of coal and other principal commodities. We are encouraged with the potential growth and economic development of our valley region. We are also thankful that the drought of the 80's is behind us.

Mr. Chairman, you and your fellow committee members have demonstrated your commitment to keep our nation's inland waterway systems as viable entities to the nation's economy. Through this sound commitment you have strengthened our nation's economy and the standard of living for many of our nation's citizens. The citizens living in the ACF basin area of Alabama, Florida and Georgia have benefited and are grateful for your support and foresight. We are thankful for this commitment and for the knowledge that it will not waiver.

As you are aware, critical issues concerning river and reservoir water management priorities, purposes, and fees are being discussed at various Government levels. We ask that you weigh such serious considerations carefully. Above all, we ask that the Congress of the United States reaffirm the long term perspective that built the ACF Inland Waterway and River System. That concept, based on sound priorities and placed into law, best serves the broad interests of the basin area. The original purposes of navigation, maximum hydropower production, and flood control must be preserved to insure substantial cost savings for area residents.

In closing, I would like to again thank you for allowing me to testify today. We are grateful for your continued leadership and diligence.

Mr. BEVILL. The Chair recognizes Mr. Hirt.

Mr. HIRT. I want to close briefly with this. I first became associated with the inland waterways in 1969 when I was appointed by the Governor to the Jackson County Port Authority. I have earned my living in handling materials.

The first coal to come down the Tenn-Tom came to Sneads, Florida, to the port, and it was offloaded to Gulf Power Company. We recently shipped logs out to Mobile. I think this points up more than anything else, the saying that John Donne, the poet, that no man is an island entire of himself.

Waterways are tied together. We were concerned years back with the lock and dam 26. We are concerned with industrial lock. It is vital to us, and I think that all the waterways, if they don't look together and work together, will be suffering. I am very pleased to report that for the first time, in the time that I have worked with the waterways, that the people in Florida are saying that navigation, while we don't participate too much in it, navigation interests are very important because our needs are the same as needs of people in Apalachicola Bay for more water or the sports fisherman or for economic development in Florida, so we are very proud that you took the leadership that you did in bringing this reallocation fight, and taking a very firm stance.

We are proud of that. We seem to be over the drought, but I want to make sure that we don't forget the drought and we have a tendency to do that as common every-day people. I would like to thank you for urging us to get together behind the Tri State compacts so the three states will have a common ground to meet and to work out their problems.

Thank you very much.

Mr. BEVILL. Thank you very much. Thank each of you.

We will certainly work with you the best we can, as we have in the past.

TUESDAY, MARCH 27, 1990.

MOBILE AREA WATER RESOURCES PROJECTS

WITNESS

JOHN L. McCARRON, JR., CHAIRMAN, PORTS AND WATERWAYS TASK FORCE, MOBILE AREA CHAMBER OF COMMERCE

Mr. BEVILL. Mr. John McCarron, Chairman, Ports and Waterways Task Force, Mobile area chamber of commerce is next. We will be glad to hear from you.

Your full statement will be made a part of the record. You may summarize.

Mr. MCCARRON. Thank you, Mr. Chairman, and good morning.

This statement is presented on behalf of the over 3,200 business members of the Mobile area chamber of commerce in support of the continued development of the fiscal year 1991 budget requirements relative to the waterways projects in the Mobile area.

Our Task Force Committee is comprised of all facets of the maritime community in the Port of Mobile, which services include pilots, tugs, towboats, agents, marine suppliers, stevedores and ter-

minal operators. As such, we feel that our Task Force is very representative of the marine interests in our port.

The vital benefits of our port in Mobile is recognized throughout our community, as such, we are extremely grateful for your support in the deepening of our channel to 45 feet and your ongoing support, as well as your staff's support and guidance in having our inner harbor once again maintained to its full project depth and width.

Of continuing concern is the necessity to maintain the draft at the Port of Mobile in its role in the movement of international commerce as well as the Port's vital role in the area's economy. Of particular importance is the appropriation request by the U.S. Army corps of Engineers for $13,400,000 for operations and maintenance in our Mobile harbor.

Equally important, and for which we respectfully request that budgeting be provided for the following operations and maintenance: Bayou La Batre, AL: $700,000; Dauphin Island Bay, AL: $200,000; Both Dog and Fowl River, AL: $400,000; the portion of the Gulf Intercoastal Waterway in Alabama: $2,800,000.00.

The construction request of $4,000,000 for the flood control for the Three Mile Creek area in Mobile, Alabama, is of extreme vital importance. This, again, was brought up last week when we had the tremendous amount of rain.

This flood control project is essential to the economic well being of Mobile as well as reliving a terrible situation which occurs in times of heavy rainfall.

The seafood industry at Bayou La Batre, Alabama, is currently facing economic hardships in many areas and, as such, we heartily endorse and support the appropriation study request for $350,000 to improve operations of this vital seafood port.

We have furnished a statement of support to our friends at the Warrior-Tombigbee Development Association and would request that all consideration possible be given to increasing the operations and annual maintenance appropriations for fiscal year 1991 over the Corps budget requests.

We appreciate and thank you for the opportunity to present this statement to the Committee in support of fiscal year 1991 budget allocations as stated above. We respectfully request that this statement be included and made a part of the permanent record of these hearings.

Mr. BEVILL. Thank you very much, John.

[The statement of Mr. John McCarron follows:]

STATEMENT OF

JOHN L. MCCARRON, JR.
CHAIRMAN, PORTS AND WATERWAYS TASK FORCE
MOBILE AREA CHAMBER OF COMMERCE
MOBILE, ALABAMA

BEFORE

THE HOUSE SUBCOMMITTEE ON APPROPRIATIONS FOR ENERGY
AND WATER DEVELOPMENT
WASHINGTON, D.C.

MARCH 27, 1990

This statement is presented on behalf of the over 3,200 business members of the Mobile Area Chamber of Commerce in support of the continued development of the fiscal year 1991 budget requirements relative to the waterways projects in the Mobile area.

Our Task Force committee is comprised of all facets of the maritime community in the Port of Mobile, which services include pilots, tugs, towboats, agents, marine suppliers, stevedores and terminal operators. As such, we feel that our Task Force is very representative of the marine interests in our port.

The vital benefits of our port in Mobile is recognized throughout our community, as such, we are extremely grateful for your support in the deepening of our channel to 45 feet and the ongoing support and guidance in having our inner harbor once again maintained to its full project depth and width.

Of continuing concern is the necessity to maintain the draft at the Port of Mobile in its role in the movement of international commerce as well as the Port's vital role in the area's economy. Of particular importance is the appropriation request by the U.S. Army Corps of Engineers for $13,400,000.00 for operations and maintenance in our Mobile harbor.

Equally important, and for which we respectfully request that budgeting be provided for the following operations and maintenance:

A. Bayou La Batre, AL: $700,000.00

B. Dauphin Island Bay, AL: $200,000.00

C. Fowl River, AL: $400,000.00

D. The portion of the Gulf Intercoastal Waterway in Alabama: $2,800,000.00

The construction request of $4,000,000.00 for the flood control for the Three Mile Creek area in Mobile, AL is of extreme vital importance. This flood control project is essential to the economic well being of Mobile as well as relieving a terrible situation which occurs in times of heavy rainfall.

The seafood industry at Bayou La Batre, AL is currently facing economic hardships in many areas and, as such, we heartily endorse and support the appropriation study request for $350,000.00 to improve operations of this vital seafood port.

We have furnished a statement of support to our friends at the Warrior-Tombigbee Development Association and would request that all consideration possible be given to increasing the operations and annual maintenance appropriations for fiscal year 1991 over the Corps budget requests.

We appreciate and thank you for the opportunity to present this statement to the Committee in support of fiscal year 1991 budget allocations as stated above. We respectfully request that this statement be included and made a part of the permanent record of these hearings.

JLMC:vj

TUESDAY, MARCH 27, 1990.

MOBILE HARBOR AND SHIP CHANNEL

WITNESS

JOHN B. DUTTON, DIRECTOR, ALABAMA STATE DOCKS

Mr. BEVILL. The Chair will now recognize our outstanding Docks Director, Mr. John Dutton.

Mr. DUTTON. Thank you, Mr. Chairman, Congresswoman Boggs. Good to see you again. I am John Dutton, Director of Alabama State Docks in Mobile.

The port of Mobile serves as a deep water terminal for over 16,000 miles of inland waterway throughout mid-America. It is directly or indirectly responsible for over 59,000 jobs in the State of Alabama. We are investing in our existing facilities, developing our markets and expanding port operations to serve the water-borne transportation industry as well as a large customer base located in mid-America.

I think it important for the committee to note that Mobile is presently the largest forest products port in the Gulf, and in 1992 we will be the largest forest products port in the world, when such expansions as Alabama River pulp in Judge Othalee Biggs' county, Monroe County, is completed and other expansions throughout the State such as in Euphala and over in Mississippi are completed.

For the last 3 years we have set record general cargo tonnage levels in each of the three years, and our coal tonnage remains strong at 8 to 8½ million tons.

Moreover, with the renovation and expansion of the gulf state steel mill in Gadsden, Alabama, we continue to have growing tonnages of iron ore. We have been partners with the Corps of Engineers in deepening the Mobile ship channel to 45 feet, as well as providing over 600 acres of dredge material disposal sites for channel maintenance.

We have anxiously awaited completion of the channel deepening and the continuance of maintenance dredging. We respectfully request that this committee increase the Corps of Engineers' budget request for operation and maintenance funding of Mobile Harbor for fiscal year 1991 from $13.4 million to the Corps' capability to provide full project restoration.

We thank you for the continuing dedicated work of this committee with respect to our country's water resource projects, and for the Port of Mobile. Thank you, Mr. Chairman.

[The statement of Mr. Dutton follows:]

STATEMENT OF

JOHN B. DUTTON, DIRECTOR

ALABAMA STATE DOCKS DEPARTMENT

ON BEHALF OF

OPERATING AND MAINTENANCE FUNDING

MOBILE HARBOR

FISCAL YEAR 1991

BEFORE

THE UNITED STATES HOUSE OF REPRESENTATIVES

SUBCOMMITTEE ON APPROPRIATIONS

FOR

ENERGY AND WATER DEVELOPMENT

HONORABLE TOM BEVILL, CHAIRMAN

WASHINGTON, D. C., MARCH 27, 1990

Mr. Chairman:

Alabama State Docks Department is again pleased to appear before this Committee to discuss requirements for operating and maintenance funding for Fiscal Year 1991 for the Mobile Harbor Project. We certainly appreciate the fine work that this Committee has done over the years in ensuring the viability of our nation's ports, inland waterways and water resource projects.

Our nation's ports and inland waterways systems are truly national assets with quantifiable benefits to shippers, receivers, importers and exporters.

Alabama State Docks Department, the marine terminal operator at the Port of Mobile, over the last decade has engaged in a continuing program of renovation of its existing facilities, and of new construction and expansion programs investing in excess of $260 million in continuing to expand our operations at the Port of Mobile. Alabama State Docks operates a Bulk Material Handling Plant, a Public Grain Elevator, Export Coal Handling Terminal, and general cargo facilities including wharves, piers, and warehouses as well as its own Terminal Railway. In addition, Alabama State Docks operates a number of inland port terminals throughout the river system of the State of Alabama. The Port of Mobile serves as the terminus of the Tennessee-Tombigbee, Black Warrior-Tombigbee, and Coosa-Alabama River Systems. The port complex as it exists today entails approximately 1445 acres and is valued in excess of $400 million.

General cargo tonnages increased in 1989 from 2.3 million tons to 2.9 million tons with large increases recorded in export steel products, export forest products, and bulk cargoes continued to be of substantial and stable volumes.

Alabama State Docks facilities at the Port of Mobile provide the capability of handling the State and the country's export coal and grain products, and Mobile represents one of the few ports in the United States where exports are the much larger percentage of overall tonnages handled, thus contributing in a positive manner to the nation's trade balance.

Additional facilities now being planned at the port include an iron and steel/heavy-lift terminal, and additional warehouses for the handling of forest products. Capital expenditures are being made to facilitate cargo handling requirements by those loyal users of the port's facilities through our inland river system, the five trunk line railroads which serve the port, and the fifty truck lines which initiate and terminate cargo in Mobile.

We have anxiously awaited our Channel Deepening Project, and we will have a 45-foot channel in Mobile this year. This has been accomplished in cooperation with the Corps of Engineers and reflects an excellent example of the federal-nonfederal partnership. In this regard, the need exists to maintain the Mobile Ship Channel and Harbor Project at full restoration, and Alabama State Docks Department respectfully requests that this Committee increase the Corps' Budget for operating and maintenance funding from $13.4 million to the Corps' capability for this project.

Again, we appreciate the opportunity to appear before this Committee and voice our support for this project and the funding requirements for Fiscal 1991.

Alabama State Docks Department respectfully requests that this statement be incorporated in and made a part of the permanent record of proceedings of these Hearings.

Mr. BEVILL. Thank each of you for your fine presentation. We will continue to work with you.

TUESDAY, MARCH 27, 1990.

SHINNECOCK INLET PROJECT

WITNESSES

HON. GEORGE J. HOCHBRUECKNER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW YORK

RICHARD LOFSTAD, PRESIDENT, SHINNECOCK FISHERMEN'S COOPERATIVE, HAMPTON BAYS, NY

LINDA J. KOZOFSKY, PRESIDENT, CONCERNED WIVES OF SHINNECOCK FISHERMEN, HAMPTON BAYS, NY

Mr. BEVILL. I notice your good friend and colleague, Congressman Hochbrueckner of New York, has just come in.

George, we are going to recognize you now so that you may get back to your busy schedule.

Mr. HOCHBRUECKNER. Thank you, Mr. Chairman.

Mr. BEVILL. Your full statement, as you know, will be made a part of the record, so a brief summary will be fine.

Mr. HOCHBRUECKNER. Thank you, Mr. Chairman. I do submit my statement, of course. I am accompanied by two very important constituents from Long Island, New York, and I want to reserve the lion's share of my five minutes for their testimony, so let me just say this in summary.

As you know, we have had a major problem on Long Island with the safety of the Shinnecock Inlet. In fact, Richard Lofstad is the owner and captain of a boat that actually sank in the inlet in 1988. He was here last year, as you recognize his familiar face, to testify. Last year, after 30 years of promises the money to dredge the Shinnecock Inlet was not included in the President's budget. Through your efforts and the efforts of this committee, we were successful in securing $5.3 million so that the dredging to make that a safe inlet was, in fact, appropriated.

Over the weeks ahead we expect the contract to be signed and the dredging to go ahead. Unfortunately, the project itself requires several years, and the $3 million that was needed at the federal level this year in order to rebuild the two jetties associated with that inlet was not provided in the President's budget. That is why we are back this year to again appeal, and to thank you for last year.

You really made the difference last year. We appeal that this year you do it again with $3 million in order to allow us to rebuild the jetties and to continue the job that is so necessary to make that a safe inlet and maintain it in the future.

With that, again, I thank you and I would like to introduce Richard Lofstad for his statement.

[The statement of Hon. George Hochbrueckner follows:]

Statement of
Congressman George J. Hochbrueckner

Before the
House Appropriations Subcommittee on
Energy and Water Development
March 27, 1990

Mr. Chairman and members of the Subcommittee on Energy and Water Development, thank you for the opportunity to testify today with my constituents regarding the need to continue funding for the Army Corps of Engineers' Shinnecock Inlet Project.

Let me begin by stating that the people of Long Island owe a considerable debt of gratitude to Chairman Bevill and the members of this Subcommittee for the relief that was provided last year in funding the Shinnecock Inlet Project. Your support means that the Army Corps of Engineers will begin dredging the Shinnecock Inlet this year.

Regrettably, the President has again eliminated the Shinnecock Inlet Project from his proposed federal budget. Although the Army Corps of Engineers supports the project and requested continued funding, the Office of Management and Budget disagreed. I cannot understand that decision. The Administration's position ignores the ongoing threats to life, property, and the fishing economy of eastern Long Island posed by the continued deterioration of the inlet.

The Shinnecock Inlet Project is designed to be a comprehensive program of dredging and jetty rehabilitation to provide for long term navigability. Many people consider jetty rehabilitation to be the most

important component of the overall project. The New York District of the Army Corps reported to me last week that the inlet's jetties are rapidly deteriorating. Unless they are repaired, they will not be able to prevent the inlet from filling in with sand once the dredging is completed. Clearly, discontinuation or interruption of the project would ultimately cost taxpayers considerably more in maintenance costs.

Rehabilitation and extension of Shinnecock Inlet's jetties is scheduled to be accomplished over a 15-18 month period at a cost of approximately $6.7 million in federal funds. I understand that this is a considerable amount, and that this Subcommittee faces severe budgetary constraints in FY 1991. Therefore, I respectfully urge that a minimum of $3 million for the Shinnecock Inlet Project be included in the FY 1991 Energy and Water Development Appropriation Act to enable the jetty improvement portion of the project to commence. Of course, additional appropriations will be required in the future to complete the project.

You may be assured that New York Governor Mario Cuomo and Suffolk County Executive Patrick Halpin strongly support completion of the Shinnecock Inlet Project and are committed to providing all required non-federal funds for construction and long term maintenance.

Mr. Chairman and my colleagues on the Subcommittee, I thank you again for the $5.3 million in federal funds provided last year and I appeal to you to provide the $3 million needed this year for the Shinnecock Inlet Project. I appreciate your sensitivity to this very important issue. I would be happy to answer any questions you may have.

Mr. BEVILL. The chair recognizes Mr. Lofstad.

Mr. LOFSTAD. Remember me? I am the man who lost his 70' stern trawler in the shoal at the Shinnecock Inlet in Long Island, New York. I testified before you last year, about this same time, to ask you to appropriate starting funds to stabilize and dredge the Shinnecock Inlet. You and your colleagues wisely chose to prioritize this project, funding it, a new-start project in tough budgetary times. Our entire community thanks you.

However, you may be asking why I am here again. I am here because the second phase of the same Shinnecock Inlet Project has been omitted from the Army Corps' budget for fiscal year 1991. My community has asked me not to find out why, but rather to ask your committee to appropriate the Federal share of the funds to complete the project you started. Specifically, money to complete the jetty (rock) and stabilization work after the already funded dredging work, $10 million worth—is completed.

For me, the bad news about the incomplete inlet project is "dejá vu." For 30 years, we have been promised the inlet would be maintained. I bought the 70' *Evening Prayer* in 1987 with the promise that 1989 was finally the year it would happen.

Then, funding was left out of President Reagan's last budget proposal, setback Number 1. Immediately, our community organized an effort to inform government how critical the inlet situation was. Meanwhile, my two crew members and myself almost lost our lives in the inlet, grounding and sinking my 70' vessel, the *Evening Prayer*, in October 1988—setback Number 2.

After gathering my thoughts, I decided to wait to reinvest in another vessel pending the outcome of the community's lobbying efforts towards securing the funds to dredge Shinnecock. Amazingly, federal, state and local governments announced that Shinnecock Inlet would be dredged and stabilized. The money is appropriated. Great News.

Believing in the American system, I trustingly bought a larger 80' vessel, based on the fact that the inlet would be stabilized. Finally, the 1991 budget comes out and no money for the second phase completion of the Shinnecock Inlet—setback Number 3. Mr. Chairman, my family's—as well as many others'—hearts are full of fear that we very well might have another accident that we might never escape from. I feel so deceived.

In addition to the human factor, with regard to the inlet, I would now like to address the financial absurdity surrounding the government's investment here. The combined government investment in Shinnecock now is close to $10 million without any funds to complete the job, although a 50-year maintenance dredging was attached to ensure a deep channel.

There can be many analogies to that, but the drift of sand will continue to fill in that jetty, that inlet. In conclusion, those of us who live and work daily in the inlet feel that if only dredging the inlet is provided in one phase, without jetty work completed in the immediate part of the project, of the Army Corps general design memorandum for the Shinnecock Inlet Project is a glaring and cruel example of the old adage, penny-wise and dollar-foolish.

[The statement of Mr. Lofstad follows:]

Statement of

Richard Lofstad
President
Shinnecock Fishermen's Cooperative
Hampton Bays, New York

Before the

House Appropriations Subcommittee on
Energy and Water Development
March 27, 1990

Shinnecock Fishermen's Cooperative Association, Inc.

P. O. Box 63 Hampton Bays, NY 11946

(516) 728-4300

Remember me? I am the man who lost his 70' stern trawler in the shoal at the Shinnecock Inlet in Long Island, New York. I testified before you last year, about this same time, to ask you to appropriate starting funds to stabilize and dredge the Shinnecock Inlet. You and your colleagues wisely chose to prioritize this project, funding it, a new-start project in tough budgetary times. Our entire community thanks you!

However, you may be asking why I am here again. I am here because the second phase of the same Shinnecock Inlet Project has been omitted from the Army Corps' budget for Fiscal Year 1991. My community has asked me not to find out why, but rather to ask your committee to appropriate the Federal share of the funds to complete the project you started. Specifically, money to complete the jetty (rock) and stabilization work after the already funded dredging work - $10 million worth - is completed.

For me, the bad news about the incomplete Inlet Project is deja vu! For thirty years, we have been promised the Inlet would be maintained. I bought the 70' *Evening Prayer* in 1987 with the promise that 1989 was finally the year it would happen. Then, funding was left out of President Reagan's last budget proposal - Setback #1. Immediately, our community organized an effort to inform government how critical the Inlet situation was. Meanwhile, my two crew members and myself almost lost our lives in the Inlet, grounding and sinking my 70' vessel the *Evening Prayer* in October, 1988 - Setback #2. After gathering my thoughts, I decided to wait to re-invest in another boat pending the outcome of the community's lobbying efforts towards securing the funds to dredge Shinnecock. Amazingly, federal, state and local governments announce that Shinnecock Inlet would be dredged and stabilized! The money is appropriated! Great News!

Believing in the American system, I trustingly bought a larger 80' fishing vessel, based on the fact that the Inlet would be stabilized. Finally, the 1991 budget comes out and, no money for the second phase completion of the Shinnecock Inlet - Setback #3. Mr. Chairman, my family's, as well as many others' hearts are full of fear that we very well might have another accident that we might never escape from! I feel so deceived.

In addition to the human factor, with regard to the Inlet, I will now address the financial absurdity surrounding the government's investment here. The combined government investment in Shinnecock now is close to $10 million without any funds to complete the job, although a fifty-year maintenance dredging was attached to ensure a deep channel. The question you may be already asking is, "Won't the channel fill in much faster without the jetty work to stabilize it?" The answer is yes. Example: The county dredged a 200' wide emergency channel and within four months, it had filled in. I equate this scenario to building a home. A new home owner and a builder agree to build the new home. Construction goes as scheduled until the end. The builder informs the owner that they do not have the money to finish the roofing shingles. However, the builder says not to worry, his insurance company promises to replace any destroyed furnishings in the event it rains.

In conclusion, those of us who use, live and work daily in this Inlet, feel that if by only dredging the Inlet as provided in phase one, without the jetty phase being completed immediately as proposed in the Army Corps General Design Memorandum for the Shinnecock Inlet project; is a glaring and cruel example of the old adage "penny wise/dollar foolish" -- make our day and complete the job!

Mr. HOCHBRUECKNER. I would like to introduce Linda Kozofsky, who is one of the leaders of the Concerned Wives of Shinnecock Fishermen.

Mr. BEVILL. If I may interrupt there, actually the time is up, but I want to certainly hear you. If you could just briefly summarize it, it would help very much. We will put your full statement in the record.

Ms. KOZOFSKY. OK. Last year there was another wife and fisherman here, and she mentioned about the wicked waters all around. We still have them. I lost my brother-in-law in 1988 in this inlet. He was the first to die. Two men died after him.

My son went down on Rick Lofstad's vessel. He has emotional scars that he will never forget through that night.

He is now presently fishing on the newest vessel in port, which is a 90-ft., $800,000 vessel built, bought and paid for in the State of Alabama. He will fish probably the rest of his life, as his father does, but with being scared and afraid of that inlet, unless the jetty work is done to help protect that dredging that we plan on doing.

As, I guess, the mother of a fisherman, I listen to my husband, and my son asks him one question, and when he comes out and he says, "Will I survive the second time?" How do we answer him? We don't know.

I lost my brother-in-law. I do not want to lose my husband or my son in this inlet. I do ask that the jetty reconstruction can be done to help protect the investment that has already been given to this inlet. Thank you.

[The statement of Ms. Kozofsky follows:]

Statement of

Linda J. Kozofsky
President
Concerned Wives of Shinnecock Fishermen
Hampton Bays, New York

Before the

House Appropriations Subcommittee on
Energy and Water Development
March 27, 1990

Concerned Wives
of
Shinnecock Fishermen

P.O. Box 737, Hampton Bays, NY 11946 • 45 Ponquogue Ave., Hampton Bays, NY 11946

Last year another wife and mother of a Shinnecock Fisherman sat before this very same committee and spoke these words about the Shinnecock Inlet: Wicked water all around, evil, wicked, mean and deadly...people die here. These words still ring true.

My name is Linda Kozofsky and in 1984 I organized the Concerned Wives of Shinnecock Fishermen. The purpose of this organization is to see that Shinnecock Inlet becomes a safe and navigable waterway for all to use. It has taken six years of phone calls, letter writing and petitioning to reach the point of last year, where we thought we had succeeded. You, Mr. Chairman and your committee unanimously approved the Shinnecock Inlet project for a new start in last years budget. We will always be eternally grateful knowing that the Federal government was finally accepting the responsibility of maintaining this vital waterway. It is extremely unfortunate that this decision was just a few months too late to prevent the three deaths that have occured in Shinnecock Inlet's treacherous waters. Even more tragic to me is that the first person to die was my brother-in-law.

One month after this grave loss was the grounding and sinking of Rick Lofstad's vessel. My son was a crew member on board with Rick, and although he survived, he will always carry with him the fear and emotional scars of that night.

One of the most convincing statistics of the successful lobbying efforts of last year, is the fact that millions of dollars generated through Shinnecock Inlet is spent outside the state of New York. A large concentration of those dollars is being spent in the southern states of Alabama and Louisiana.

My son is presently fishing on the newest vessel in port. A ninety foot, eight hundred thousand dollar vessel...built, bought and paid for in the state of Alabama.

Although many states reap the benefits generated by Shinnecock Inlet... the deaths and damage only occur to the unsuspecting vacationers, recreational boaters and to the fishermen of our community who must transverse the deadly waters on a daily basis.

As Rick has pointed out, the ten million dollars already appropriated and spent on the Shinnecock Inlet project will be an incomprehensible amount of wasted tax dollars, should the jetty re-construction portion of the project not be funded immediately...not next year or the year after. Not to mention that without rebuilding the jetties there will be nothing to prevent the deadly waters from returning soon after the dredging work is complete. The fear that my family and many others have of losing a loved one or our livelihoods will return along with the wicked waters.

Mr. Chairman, please choose to fund this project through its completion. In doing so, you will help to eliminate our fears and let our fishing industry prosper.

My husband has taught our son many things about being a fisherman, but there is one question he can not answer since the loss of his brother. What can he say to his only son, when asked..."Will I survive a second time?" Will he.....survive?

Thank You,

Linda J. Kozofsky

Linda J. Kozofsky

Mr. BEVILL. I certainly hope we can help. We will take a good look at that, and certainly we will have your complete statement available. Thank you very much, George.

Mr. HOCHBRUECKNER. Thank you, Mr. Chairman.

You did a great job last year. We want to say thank you again.

Mr. BEVILL. We are going to work with you and do what we can.

Mr. HOCHBRUECKNER. Thank you very much, Mr. Chairman.

Ms. KOZOFSKY. Thank you for your time.

TUESDAY, MARCH 27, 1990.

TENNESSEE-TOMBIGBEE WATERWAY MITIGATION

WITNESS

CHARLES D. KELLEY, DIRECTOR, ALABAMA DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES

Mr. BEVILL. Now, we will hear from my good friend, Mr. Charles Kelley.

He and I agreed a long time ago we would not write a book about what we know about each other.

Mr. KELLEY. Mr. Chairman, Mrs. Boggs, this is certainly a pleasure for me to be here, not only to appear before you, Mr. Chairman, as one of our outstanding Congressmen, but to appear before you as what I consider a very close personal friend whom I have enjoyed working with in your early days in the Alabama legislature and through your congressional career.

This is indeed a pleasure. I want you to know that.

Mr. BEVILL. Why, thank you.

Mr. KELLEY. I am really here today to strongly support the $20 million recommended budget for the further mitigation of the Tennessee-Tombigbee Waterway Project.

Back when we first started, and I have lived through the planning, the construction, operational stages, we were sure throughout that the wildlife losses occurring would be properly compensated and mitigated at the appropriate time.

We now see that the project has been planned, constructed and is in operation, and the only item missing is the acquisition of some 88,000 acres of land which we feel would be adequate to mitigate the wildlife losses.

I met with the Corps yesterday in Mobile. They had the people from Mississippi there. The Corps was expecting some type of problem with Mississippi and Alabamans deciding on how many acres to buy in each State.

Working with my counterpart, Mr. Bevill, it took us about three minutes to resolve that problem so there is no conflict between the states as to how many acres Alabama would get and how many acres Mississippi would get.

It was also brought out yesterday that we are losing our hardwoods probably at the most rapid rate that we could ever imagine due to the tremendously high price of hardwood.

It was pointed out by one of the Corps representatives that there is approximately 200 eighteen wheelers operating from Red Bay, Alabama, across the Mississippi line—up to Northeast, Mississippi.

They are hauling nothing but hardwood. The helicopters are working over the Mobile delta. Scott Paper Company is putting helicopters out there to get logs that have never been accessible before to harvest. So we recognize the hardwood bottom lands are leaving us at a very rapid rate.

Time is really of the essence. I know how you feel, Mr. Chairman. I know, Mrs. Boggs, you are going to support us. We do want to get this item in the budget approved.

Mr. Bevill, I want to thank you very much for the efforts you have already rendered toward getting 20,000 acres in the Mobile delta. We are working very vigorously in that.

I thank you very much for the opportunity.

Mr. BEVILL. Thank you for your fine presentation.

[The statement of Mr. Kelley follows:]

STATEMENT BY CHARLES D. KELLEY, DIRECTOR OF GAME AND FISH DIVISION
ALABAMA DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES
Before the Subcommittee on Energy and Water Development
March 27, 1990

I appreciate the opportunity to appear before you today. I am Charles D. Kelley, Director of the Alabama Game and Fish Division, a position I have held for over 30 years.

During my tenure as Director, I have had the opportunity to participate in the planning, construction and operation stages of the Tennessee-Tombigbee Waterway Project and, but for one major item, the Project appears to have accomplished its objective.

The major item yet to be realized is the acquisition of 88,000 acres of separable lands which were determined to be necessary to mitigate the wildlife losses occurring from land clearing and flooding for navigation pools.

From the early planning stages through project construction, we, as professional wildlife interests, were assured that wildlife losses would be mitigated as a vital part of the overall project purposes. We were asked not to mount opposition to the project with continued assurances that as the project neared completion our concern for the loss of wildlife would be satisfied to the highest practical degree through intensive management of Corps owned project lands and additional purchases of separable lands in an amount to be determined by appropriate authorities.

The project area consists of 104,000 acres. Approximately 64% (67,200 acres) suffered habitat losses (about 76% in Mississippi and the remaining 24% in Alabama).

The major portion of damage, 69% occurred in the river section, where large acreages of bottomland hardwoods were cleared and flooded. Bottomland hardwoods are one of the most productive wildlife habitats and it is unfortunate that this habitat type continues to be lost at an alarming rate throughout the United States.

Estimates based on studies by the U. S. Fish and Wildlife Service indicated that 95,000 acres of separable lands were needed to offset the losses resulting from project construction. The Corps of Engineers recommended acquisition of 46,800 acres. The Council on Environmental Quality recognized the Fish and Wildlife Service's estimate as more realistic and supported a purchase of 88,000 acres.

Congress authorized the acquisition and management of 88,000 acres in Section 601 of the Water Resources Development Act of 1986 but to date no specific funds have been appropriated and no lands acquired.

Specifically, the 1986 Act authorized acquisition of 88,000 acres of predominately floodplain timber with at least 34,000 acres of bottomland hardwoods replaced in-kind. The Act also requires that 20,000 acres of land be purchased in the Alabama Mobile-Tensaw Delta. The Delta contains some excellent bottomland hardwoods as well as other floodplain timber and, due to its location, is extremely important because of its affect on Mobile Bay.

The 20,000 acre acquisition will benefit the entire state as well as the local fish and wildlife-oriented activity. Also of importance is the fact that Baldwin and Mobile Counties are within one of the six priority areas as identified in the North American Waterfowl Management Plan. Purchase of land in this area could be credited to mitigation of the Tenn-Tom Project wildlife losses and also as a part of this country's commitment to purchase critical wetlands during the next few years.

Widespread support for acquisition of the 88,000 acres of separable lands exists and has been made known through resolutions, letters, public appearances and phone calls.

Alabama's Governor Guy Hunt, along with the Commissioner of Conservation and Natural Resources, Alabama Wildlife Federation, Alabama Chapter of The Wildlife Society, The Nature Conservancy, Audubon Society Chapter, National Wildlife Federation, Tennessee Valley Waterfowl Association, Ducks Unlimited and many other organizations and individuals have expressed strong support for the land acquisition. I understand the same type support exists in Mississippi whom I'm sure you will hear from if you have not done so already.

All lands are to be purchased from willing sellers at fair market value and in the general area of the Tenn-Tom Project. This is a unique opportunity to put the final touches to the Tenn-Tom Waterway Project in such manner as to fulfill a commitment to wildlife made many years ago.

Some of us have lived the history of the Tennessee-Tombigbee Waterway Project and have fulfilled our early commitment and we now call on you to provide the means whereby the federal government through its Corps of Engineers can meet its commitment.

I thank you for your consideration.

TUESDAY, MARCH 27, 1990.

PORTS AND WATERWAYS

WITNESS

JOSEPH E. LEMA, VICE PRESIDENT FOR TRANSPORTATION, NATIONAL COAL ASSOCIATION

Mr. BEVILL. Next is our good friend, Mr. Joe Lema. Joe, we will be glad to hear from you.

Mr. LEMA. Thank you, Mr. Chairman and members of the subcommittee.

My name is Joseph Lema. I am Vice President for Transportation of National Coal Association, an industry association whose member companies represent approximately three-fourths of the coal produced in the United States.

I will now simply summarize the statement which I have filed with the subcommittee. One out of every five tons produced and shipped from mines in the United States to utility and industrial plants and for export or coastwise transshipment involving ports on the Gulf of Mexico is transported by barge lines operating on the inland waterways.

We need efficient waterways facilities and competitive water carrier transportation services to assure that U.S. coal serves as a low cost, secure source of energy for utilities and other industries, and a valuable U.S. export commodity which is well positioned to reduce our world trade deficit.

The door to continued effectiveness of the inland waterways system as a network for distribution of coal and other bulk commodities is the series of lock chambers which enable river tows to navigate past the dams utilized for flood control, water supply, and other non-transportation uses of the waterways.

The locks control the efficiency of barge movements. Some are inadequate in regards to the size of the lock chambers, the number of chambers in place and obsolescence due to deterioration of the structures.

A great start has been made through the water resources development acts of 1986 and 1988, and appropriations bills initiated by this subcommittee in the last half of the previous decade, in construction of modern facilities at a number of key locations, and we believe, Mr. Chairman, and members of the subcommittee, that the time has arrived for adding a few more projects to those for which appropriations have been approved in recent years.

Our request is twofold. First, to provide fiscal 1991 appropriations that will continue, incrementally, the construction of modern locks and dams at Galipolis and Olmsted on the Ohio River, William Bacon Oliver on the Warrior River, Winfield on the Kanawha River, Locks and Dams 7 and 8 on the Manongahela River and the addition of a second chamber at Lock and Dam on 26 on the Mississippi River.

Second, to make available fiscal 1991 appropriations that will enable the preparation of engineering plans, specifications, and estimates, and commencement of construction at four additional locations, one at McAlpine Locks and Dam on the Ohio River in Indi-

ana and Kentucky, one at Marmet Locks and Dam on the Kanawha River in West Virginia, and two on the Monongahela River in Pennsylvania to replace Locks and Dams 2, 3, and 4.

Our request is founded on five main points. First, barge fuel tax revenues on deposit in the inland waterways trust fund and projected trust fund income in the 1980's are estimated to be sufficient to pay the required 50 percent of the costs of the projects.

With five to seven years or more usually required to complete construction from project inception, it is vital to fund critical construction now. Third, by the year 2,000, the McAlpine facility will be 79 years old, and with the Ohio River carrying more than 190 million tons of commodities yearly, including about 80 million tons of coal, a serious problem exists there.

Next, by the year 2,000, the Marmet facility will be 66 years old, and with the rapid rise in traffic on the Kanawha River, it is timely now to rebuild the installation to match current construction at nearby Winfield locks and dams.

Finally, by the year, 2000, the Monongahela River locks and dams will be 93 years old. The facilities are crumbling due to exposure in nearly nine decades of service as we enter the 1990's, and their replacement to match the ongoing construction at Gray's landing and Point Marion, Locks 7 and 8 is crucial.

In closing, may I simply say, Mrs. Boggs, that these waterways—the interconnected system of waterways—are keys to moving U.S. coal to Baton Rouge, New Orleans, and Plaquemines Parish, Louisiana.

If protocol allowed, I would have sung happy birthday to you, but instead I will just say my industry in Alabama, the coal industry, does wish you a tremendously fine birthday.

Mr. BEVILL. I have heard you sing before, Joe, and I appreciate you not singing.

Thank you, very much, Joe. We appreciate your fine testimony.

[The statement of Mr. Lema follows:]

STATEMENT OF JOSEPH E. LEMA
VICE PRESIDENT FOR TRANSPORTATION
NATIONAL COAL ASSOCIATION
BEFORE THE HOUSE APPROPRIATIONS
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
IN WASHINGTON, D.C.; MARCH 27, 1990

SUMMARY

Mr. Chairman and members of the subcommittee, my name is Joseph E. Lema. I am vice president for transportation of National Coal Association. NCA, whose member companies account for approximately 75 percent of the coal produced across the eastern, midwestern, and western coal producing regions of the United States, warmly appreciates this opportunity to appear in regard to fiscal 1991 appropriations for construction projects on the inland waterways.

The interconnected system of inland waterways has served for many decades as a major transportation network for movement of coal, as well as other bulk commodities, from U.S. producers to domestic consumers and to Gulf Coast ports. The Gulf is a key in exporting U.S. coal and other commodities to foreign consumers, as well as in transshipping freight carried by inland barge lines to the bulk terminals at Mobile and on the Lower Mississippi River from Baton Rouge to the Gulf of Mexico, where the cargo is transferred to ground storage and to deep draft vessels operating in domestic commerce, in addition to overseas trade.

The vitality of the inland waterways system, like all surface transportation networks, requires new construction projects periodically in order to overcome problems in deterioration of selected structures and lack of sufficient capacity to meet traffic demands. For those reasons, NCA respectfully requests the subcommittee to approve appropriations for fiscal 1991 which will enable the U.S. Army Corps of Engineers to continue construction activities, or to complete engineering plans, specifications and estimates and begin construction of improvements to locks and dams at: Gallipolis, Olmsted and McAlpine on the Ohio River; William Bacon Oliver on the Warrior River; Winfield and Marmet on the Kanawha River; Locks and Dams 2, 3, 4, 7 and 8 on the Monongahela River; and Lock and Dam 26 on the Mississippi River where a second lock chamber is to be constructed as a complement to the recently completed replacement of the old facility.

Our request is both in consonance with studies of the Corps of Engineers which identify those construction projects as warranted; and in conformity with national policy on transportation recently promulgated by President George Bush and Secretary of Transportation, Samuel Skinner, inasmuch as their joint statement focuses, in part, on:

- smooth, efficient connections between railroads and ports (inland waterways connect railroad freight with Gulf ports);
- reliance on user charges paid into transportation trust funds (the inland waterways trust fund is dedicated to construction); and
- wise investments in projects to enhance use of existing resources (the projects requested are keys to efficient use of our waterways).

INLAND WATERWAYS COAL TRAFFIC IS SUBSTANTIAL AND INCREASING

Today about one out of every five tons of coal shipped from mines to utility and industrial plants and to ports where the cargo is transshipped utilizing deep draft vessels is carried on the inland waterways system. The reason is simple; barge lines offer competitive transportation rates, waterways transportation is efficient, and the heart of the inland waterways system formed by major rivers including especially the Ohio River Main Stem, the Upper Ohio River Basin Tributaries, the Mississippi River, and the Tennessee-Tombigbee-Warrior River System, both is an interconnected network in itself and connects with an array of railroads, trucking lines, and coastal carriers so that intermodal shipments are readily possible.

The U.S. Army Corps of Engineers estimates that inland waterways traffic will increase from 0.7 to 2.1 percent annually in this decade. Further, the Corps projections show coal traffic to grow from 1.9 to 3.2 percent annually in the 1990's. NCA agrees with the Corps'estimates of future river coal traffic. From 1987 to 1988, and again from 1988 to 1989, coal transportation demand grew 2.6 percent annually. NCA forecasts that coal production will grow from 975 million tons in 1989 to 997 million, or nearly one billion, tons in 1990; a figure that we forecast to increase to a range of 1.1 to 1.2 billion tons by the year 2000.

Clearly, that indicates further coal transportation demand for the barge lines and the inland waterways infrastructure. The growth in coal traffic demand on the waterways, we believe, will occur not only in relationship to the growth in coal production, but also as a result of the competitiveness of water carrier transportation and the likelihood that coal blending will increase, a process which can be performed conveniently at river coal terminals. At such points in the overall coal distribution system, after all, coals of varying physical properties, e.g. heat value, sulphur content, volatility, ash, etc. can be received from several mines by railroad, truck, and/or conveyor system, blended to the consumers specifications, and moved by barge to its destination, especially to utility plants located on the rivers and to Gulf ports.

THE INLAND WATERWAYS TRUST FUND AND LOCK AND DAM CONSTRUCTION

The Water Resources Development Act of 1986 established, through the wisdom of Members of this subcommittee and the Congress overall, a procedure for financing construction of inland waterways construction that phases in from now through the mid-1990's a doubling of the barge fuel tax whose revenues are dedicated to financing 50 percent of project construction, utilizing Inland Waterways Trust Fund income from the fuel tax and the interest secured from monies on deposit in the trust fund. Of the 12 projects requested by NCA, and referred to earlier, seven have been authorized and are in progress, i.e. those at Gallipolis and Olmsted on the Ohio River; William Bacon Oliver on the Warrior River; Winfield on the Kanawha River; Locks and Dams 7 and 8 on the Monongahela River; and the addition of a second lock chamber at Lock and Dam 26 on the Mississippi River. To those critical projects, plus the previously authorized Bonneville Lock and Dam project on the Columbia River, we believe it is now timely to initiate authorizations and appropriations for four new

construction projects which similarly to those now in progress, are presently justified, warranted, and logical in consideration of their relationships to the previously authorized seven projects. The new projects are: McAlpine Locks and Dam on the Ohio River in Indiana and Kentucky; the Marmet Locks and Dam on the Kanawha River in West Virginia; and Locks and Dams 2, 3, and 4 on the Monongahela River in Pennsylvania, where three existing facilities would be replaced with two locks and dams.

We believe that the monies currently available in the trust fund plus the income to be received by the trust fund on a year-to-year basis as the fuel tax grows from 11 to 20 cents per gallon under present law, will be adequate to pay the 50 percent share of construction previously authorized and the new projects requested by NCA. It is important, we believe, to bear two factors in mind in that regard. First, typically it takes five to seven years or more to complete a construction project at a specific location; and second, it is only fair and equitable that the payments made by commercial users of the navigable waterways and held in trust for necessary improvements, be utilized in a timely manner to assure early benefits from investments in modernization of obsolete locks and dams. It is estimated that, for a typical Ohio River set of 15 barges loaded with a total of 22,500 tons of coal, and a towboat and crew to be stalled waiting for lockage due to river congestion, approximately $20,000 per waiting-day are lost, causing serious harm to the competitiveness of U.S. coal, with resulting higher electricity rates for consumers and losses in our competitiveness in world coal trade, with negative implications for the U.S. trade deficit. With that in mind, we urge this subcommittee to approve appropriations for the projects NCA has identified in this testimony.

THE PROJECTS NCA HAS IDENTIFIED ARE CRITICAL IN THE 1990'S

The seven projects authorized in Water Resources Development Acts of 1986 and 1988, for which NCA requests continuation of incremental, year-to-year appropriations including fiscal 1991--namely Gallipolis, Olmsted, William Bacon Oliver, Winfield, Locks and Dams 7 and 8, which are named Gray's Landing and Point Marion on the Monongahela River, and the addition of a second lock chamber at Lock and Dam 26, the Melvin Price Lock and Dam on the Mississippi River--need no further words of justification at this time, recognizing that this has been accomplished through the previous bi-annual water resources bills and concurrent appropriations. We simply now reiterate our view that those projects should be carried forward to orderly completion through appropriations for that purpose in fiscal 1991.

Turning to the additional projects--McAlpine, Marmet, and Locks and Dams 2, 3, and 4 on the Monongahela River, which actually amount to two new facilities replacing three existing installations--we now request fiscal 1991 appropriations inasmuch as the Corps of Engineers has determined that the construction is required, is performing the studies leading to programming of the work, and should, in our view, be informed of the high priority the construction deserves through the leadership of the Chairman and Members of this subcommittee, acting in the legislative process. Early completion of the engineering plans, specifications and estimates, and commencement of construction early in this decade are highly important to safe and efficient waterways

movements at the subject locations.

By the year 2000, the McAlpine Locks and Dam will be 79 years old, and the Corps' feasibility study shows it is essential to replace the existing 600-foot auxiliary lock chamber with a 1,200-foot by 110-foot chamber to accommodate river traffic in the 1990's. The Monongahela River installations will be 93 years old by the turn of this century, and are seriously deteriorated. Mr. Chairman and Members of the subcommittee, two years ago a representative of one of NCA's member companies brought a heavy chunk of concrete that had, without extraordinary pressure on the lock structure, simply spalled off and landed in a barge as it was engaged in a lockage maneuver at one of those facilities. Years of aging and repeated usage have been damaging; those locks and dams need replacement without further delay.

The Marmet Locks and Dam will be 66 years old by the year 2000, and the Kanawha River is experiencing rapid increases in coal traffic, reflected in the previously authorized construction and appropriations for the nearby Winfield Locks and Dam on the Kanawha River. Similar added capacity is needed at Marmet. The Ohio River Main Stem, on which the McAlpine Locks and Dam at Louisville, Kentucky are located, from its confluence with the Mississippi River at Cairo, Illinois to the Upper Ohio River Basin Tributaries, especially the Monongahela and the Kanawha Rivers in Pennsylvania and West Virginia, and with its connectivity to the Mississippi River as well as the Tennessee-Tombigbee Waterway System by virtue of its junction with the Tennessee River, represents a major interstate route for commerce in mid-America.

To conclude my testimony, Mr. Chairman and Members of the subcommittee, NCA respectfully requests that you add the four projects, McAlpine on the Ohio River, Marmet on the Kanawha River, and two locks and dams to replace Locks and Dams 2, 3, and 4 on the Monongahela River in the States of Indiana and West Virginia and the Commonwealths of Kentucky and Pennsylvania to your fiscal 91 appropriations for the construction of inland waterways improvements that will enable our Nation's system of commercially navigable rivers to offer safe and efficient avenues for shipment of coal and other U.S. commodities in domestic commerce and international trade in the 1990's and after the turn of the century.

Thank you for hearing the requests of the coal industry. I will be glad to respond to your questions on our requests and on the future of U.S. coal in fueling utilities and other industries in the U.S., and in supplying dependable, low cost energy to the world.

TUESDAY, MARCH 27, 1990.

NAVIGATION PROJECTS

WITNESS

ERIK STROMBERG, PRESIDENT, AMERICAN ASSOCIATION OF PORT AUTHORITIES

Mr. BEVILL. Next we have Mr. Erik Stromberg, President of American Association of Port Authorities. Mr. Stromberg, we would be glad to hear from you.

Mr. STROMBERG. Thank you, Mr. Chairman.

I understand my voice isn't much better than Joe's, and I understand that you have had a proper welcome this morning. "Happy birthday" was sung. I am President of the America's Association of Port Authorities, which represents every major U.S. public port agency, as well as port agencies throughout the western hemisphere.

As you know, our members are public entities mandated to fulfill public purposes, primarily economic development through the facilitation and promotion of waterborne commerce. Mr. Chairman and Mrs. Boggs, it is my pleasure to testify before you today. I believe it has been some time since AAPA has appeared before this committee.

We do so to present some general requests on behalf of the public port industry, but first we would like to acknowledge with great appreciation this committee's strong support of our nation's water resources programs.

Three general reasons can be outlined for my appearance here today, sir. One, to lend support to a healthy operations and maintenance budget for the U.S. Army Corps of Engineers, two, to urge this committee to provide the level of support necessary for the Corps' regulatory mission to function effectively, and three, to encourage your support for a regular 2-year cycle of water resources authorization legislation.

Regarding the Corps' O&M account, it should be noted that the funding needed to maintain America's international trade infrastructure is clearly an investment in the health of our economy in an increasingly competitive world marketplace.

It yields phenomenal returns. Every day the navigation system and our marine terminal facilities contribute over $268 million to the U.S. economy. Commercial port activity generates over 1.2 million jobs, contributes $50 billion to the gross national product, provides personal income of $28 billion, and generates federal taxes of $10 billion and state and local taxes of $3.5 billion.

Furthermore, the U.S. Customs Service collects over $12 billion a year in trade-related revenues. In comparison, it now costs the Corps of Engineers less than $270 million per year to maintain our deep draft commercial navigation system.

It is not hard to see the benefit of our investment through this partnership as realized in the 1986 bill with local sponsors of our investment, our Nation's investment in vital infrastructure. We believe that the condition generally of our water resources navigation

system is in good shape, unlike some of our surface transportation system components.

Since the Water Resources Act of 1986, many long needed construction projects have gone forward and several have been completed through some usable increment such as the Mobile project.

Despite these successes, we have reason to be concerned. The Corps' O&M budget is essentially at status quo. You have heard already there are some problems at ports throughout our country. Its modest growth is not enough to keep pace with aging infrastructure maintenance requirements and for the dredging program's fewer and more expensive dredged material disposal solutions, for here is a very critical effort area for our port industry.

Dredging disposal will become more expensive as time passes. There are several reasons. One is supply and demand. There are simply fewer and fewer upland sites available, plus the Federal presumption against ocean water disposal, and the host of environmental restrictions that we have to deal with.

The combined effect of these trends is quite serious for many ports as well as the Corps' national maintenance dredging program. We believe there are at least three things that should be done. Long-term disposal planning is essential, and we are working on that with the Corps today.

Second and third I guess could be framed under the public perception umbrella. The Corps' environmental mission needs to be funded and stressed. The Corps needs to be given the authority to clean up hot spots that are outside navigation channels where contaminated sediments have been deposited over the previous years.

Dredged material needs to be used beneficially, such as beach restoration which undergoing—beach restoration which is underway now where it can be undergone using clean sand, but these beneficial uses also cost incrementally more, and so their funding becomes another problem.

Regarding the Corps' regulatory mission, there is currently a hiring freeze for Corps personnel, which could impede the progress we have made in securing permanent reviews.

Mr. BEVILL. Your 5 minutes is up, but I want to hear the rest. Could you take about 30 seconds to wrap it up?

Mr. STROMBERG. Easily done, sir. That's about all I have. The Corps' regulatory mission needs to be funded. It would be a shame if this hiring freeze resulted in cost to the regulated industries that resulted in more than—in savings to the Federal Government more than the cost to regulated industries, and lastly while we recognize this committee's role in authorization legislation is limited, your support for regularized process is critical.

Authorization and funding for our water projects is essential to our country's navigation system. I very much appreciate the opportunity to be here this morning.

Mr. BEVILL. Thank you very much.

[The statement of Mr. Stromberg follows:]

STATEMENT OF THE

AMERICAN ASSOCIATION OF PORT AUTHORITIES

BY

ERIK STROMBERG

PRESIDENT

BEFORE THE

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

OF THE

COMMITTEE ON APPROPRIATIONS

UNITED STATES HOUSE OF REPRESENTATIVES

MARCH 27, 1990

ON

FISCAL 1991 WATER DEVELOPMENT APPROPRIATIONS

Good morning. My name is Erik Stromberg. I am President of the American Association of Port Authorities. AAPA represents every major public port agency in the United States as well as the major port agencies in Canada, Latin and South America and the Caribbean Sea nations. Our members are public entities established to fulfill mandated public purposes, primarily economic development through the facilitation and promotion of waterborne commerce.

Thank you for the opportunity to testify before the Subcommittee today. On behalf of the public port industry, I would like to acknowledge with great appreciation your strong support of our nation's water resources programs.

Mr. Chairman, I appear before you for three reasons: one, to lend our support to a healthy operations and maintenance budget for the U.S. Army Corps of Engineers' navigation program; two, to urge this committee to provide the level of support necessary for the Corps' regulatory mission to function effectively; and, three, to encourage your support for a regular two-year cycle of water resources authorization legislation.

Regarding the Corps' O&M account, it should be noted that the funding needed to maintain America's international trade infrastructure is an investment in the health of our economy in an increasingly competitive world marketplace. It yields phenomenal returns. Every day, the navigation system and our marine terminal facilities contribute over $268 million to the U.S. economy. Commercial port activity generates over 1.2 million jobs, contributes $50 billion to the gross national product, provides personal income of $28 billion, and generates federal taxes of $10 billion and state and local taxes of $3.5 billion. Furthermore, the U.S. Customs Service collects about $12 billion per year in trade related revenues. In comparison, it now costs the Corps of Engineers less than $270 million per year to maintain our deepdraft commercial navigation system.

It is not hard to see the benefit of our investment in this vital infrastructure. Ninety-five percent of the world's traded goods are transported in oceangoing vessels that require navigational access to and from U.S. markets. Unlike the condition of our surface transportation system, the navigation system is in fairly good shape. Since the Water Resources Development Act of 1986, many long needed construction projects have gone forward and several have been completed through some useable increment.

Despite these successes, we have reason to be concerned about maintaining the system we have built. The Corps' O&M budget is essentially a status quo budget -- its modest growth is not enough to keep pace with aging infrastructure maintenance requirements and, for the dredging program, fewer and more expensive dredged material disposal solutions.

There is no doubt that dredging will become more expensive as time passes. There are several reasons for this: there are fewer upland disposal areas available in our growing coastal regions; the demand for coastal property has driven up the price of land that is available; wetlands cannot be filled; shallow bay bottoms must be protected; there is a federal statutory presumption against open water disposal; ocean disposal sites farther out to sea are being considered; more intensive dredged material testing and monitoring

programs are increasing costs; and the small fraction of highly contaminated sediments lead the public to believe that all underwater soil must be "toxic sludge." These perceptions are having an effect on the cost and effectiveness of the program.

The combined effect of these trends is quite serious for many ports as well as the Corps' national maintenance dredging program. There are at least three things that need to be done to reverse these trends. First, we need better long term disposal planning and management. Second, funding for the Corps' environmental mission needs to be found with the necessary authority given to the Corps to clean up "hot spots" outside navigation channels. Third, we must use dredged material beneficially to a greater degree than we do now. There are opportunities to restore and create wetlands, build underwater habitat, slow down coastal erosion, and replenish beaches. Where they are cost-effective, they are now being done as is the case with beach replenishment. However, many of these beneficial uses are more expensive than traditional disposal solutions and are, therefore, not usually considered.

Mr. Chairman, I am fully aware of the budget difficulties you face, but one way to meet these needs in a cost effective manner would be to create a separate account for "project augmentation" purposes. The incremental costs of environmental restoration projects undertaken in concert with the O&M program could be funded from this source. In a separate account, it would be very easy to audit how and where this money is spent.

Regarding the Corps' regulatory mission, there is currently a hiring freeze for Corps personnel which could impede the progress we have made in securing permit reviews in a timely and professional manner. We would hope that such a hiring freeze would not cost regulated industries more in terms of delays than it is saving the federal government.

Mr. Chairman, in urging this committee to support passage of the Water Resources Development Act 1990, we recognize that this committee has no direct jurisdiction. Nonetheless, AAPA would welcome the support this committee could provide for a regularized process whereby we achieve predictable and consistent project authorizations and funding. In this light, passage of WRDA 1990 takes on added significance, even if it is only modest in scope.

Let me take this opportunity to comment on the President's proposed ad valorem tax increase for harbor maintenance. In general, the new level, more than triple the current .04 percent, would raise more than 100 percent of what is necessary to maintain the commercial ports used by the shippers paying the tax. For example, included in the definition of harbors eligible for Harbor Maintenance Tax funds are 480 shallow draft harbors (less than 14 foot draft) where neither the harbor maintenance nor the inland fuel tax is collected. Next year, the Corps has budgeted $77 million for the maintenance of these shallow draft harbors.

Mr. Chairman, AAPA would be willing to consider the benefits of having a dedicated revenue source to fund 100 percent of the regular maintenance of the U.S. commercial deep draft navigation system through the proposed increase in the ad valorem tax. However, we would be concerned with the potential that it would end up like so many other "trust funds"

– used solely for reducing the budget deficit. Moreover, the Administration contemplates NOAA using revenues from the fund for its activities, which are not related to the intent of the fund, clearly an ill-advised precedent. Whatever the outcome of the tax increase proposal, we would support increased enforcement of the current tax.

In conclusion, I would like to reemphasize that maintaining our navigation system has immediate and enormous national and regional economic impacts in addition to the vital role it plays in our national defense. Despite the inevitability of increased costs, the system's benefits far exceed any reasonable amount invested. Again, thank you for the opportunity to present our views.

TUESDAY, MARCH 27, 1990.

DULUTH/SUPERIOR HARBOR, MINNESOTA

WITNESS

HON. JAMES OBERSTAR, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MINNESOTA

Mr. BEVILL. The Chair recognizes our good friend and colleague, Congressman Jim Oberstar.

Mr. OBERSTAR. Thank you very much, Mr. Chairman.

You have, without doubt the busiest committee schedule on the entire hill, given the list of witnesses I have seen, so I will try to be brief and ask unanimous consent to include my statement in the record.

Mr. BEVILL. You just picked up ten points.

Mr. OBERSTAR. I have just a very few items that I want to summarize. Mr. Chairman, I feel, as I am sure you do, betrayed by the administration and the Corps of Engineers and the Office of Management and Budget over the funding of new start projects.

After a 16-year deadlock between this committee and our authorizing committee, and the Carter and the Reagan Administrations, we finally came to an agreement, we got a new starts bill underway with increased cost-sharing on the part of local communities.

Our community in Duluth came forward, as many others did throughout this country, and provided, at great expense and great tribulation to the community, their share. The state has even participated in it, and now the administration comes in and says, "Read my lips. No new starts." That is just a damned outrage. We cannot continue to be competitive in our port and provide jobs, not only for the port, but for the hinterland beyond it in which the industry and the agriculture depend to export their commodities.

We have just got to break through that stalemate. The second point, there is a little item which this committee authorized last year and somehow it got waylaid in conference with the other body, the small dredging project around Hearding Island in the Port of Duluth wherein the harbor this island was created by the Corps of Engineers in the 1930's from dredged materials, and during the years of—of course, then trees grew up on it, it became a very nice recreational area.

People are on the land side. It is a little bitty channel going through, and during the years of high water on the Great Lakes, the Corps didn't dredge around their own dredge spoil island. Is it built up and now in a time of low water, you have water trapped on the land side. It smells awful.

It is just terrible. Even last year in early May the noxious fumes and the algae blooms and all the rest were coming up. That shouldn't happen until August, but it is happening earlier and earlier because the water level is so low.

The Corps has said it will cost $500,000. I don't think it will cost them $100,000. Just get them out there with a dredge and a budget, and they can clean that out in one afternoon, but they are dragging their feet. I urge you, again, to put the funding in for that project, and the upper Mississippi River plan.

I have supported for years locks and dams along the Mississippi in the understanding that the Environmental Protection would be done concomitantly and concurrently with the actual project work, and the Corps has asked for and the administration has approved an increase for a second lock at Lock and Dam 26, provided also the funding necessary to deal with the environmental issues, and the other projects are summarized in my completed statement.

I will not pursue those matters. If you have any questions, I will be glad to respond.

[The statement of Hon. James L. Oberstar follows:]

STATEMENT OF HON. JAMES L. OBERSTAR

before the

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

COMMITTEE ON APPROPRIATIONS

March 27, 1990

Mr. Chairman, and Members of this distinguished Subcommittee, it is a pleasure for me to be here to discuss several projects of great importance to my Congressional District, and beyond.

DULUTH HARBOR DEEPENING

Mr. Chairman, I come before you with a deep sense of outrage and betrayal, by the Administration, of the Port of Duluth and the State of Minnesota, the Public Works and Transportation Committee, and myself.

The Water Resources Development Act of 1986 (PL 99-662) authorized the deepening and widening of certain channels in the Duluth/Superior Harbor. Over the years the Corps has requested, and this Committee has generously provided, funds for preconstruction engineering and design.

The 1986 Act came at great sacrifice of principle by the Public Works Committee, who had long opposed cost-sharing for water resources projects, and to me, one of the leading opponents within the Committee of requiring a non-federal share. We finally agreed to cost-sharing, recognizing that the 16-year stalemate had to be broken. We accepted cost-sharing as the only way to continue the waterway construction program.

Following enactment of the bill, the Administration and the Corps literally cudgeled many communities into raising the non-federal share. The State of Minnesota, recognizing the importance of the Duluth Harbor project, did authorize the substantial sum of $6 million.

Now that the preconstruction engineering and design work have been completed, and the project is ready to move to construction, the Administration has told us, "NO NEW STARTS."

Sponsors of other equally worthy, non-water resources projects in Minnesota are understandably already eyeing the $6 million. The Port of Duluth has been plunged into a most pernicious Catch 22 position -- if they lose the $6 million, the Administration will withhold support for the project. Yet, how long can they hold onto the $6 million for a project

on which the Administration has now reneged?

The Administration's position is outrageous and indefensible.

The Corps has indicated a capability of $1 million for the project this year, and I urge you to do what the Corps should have done, and force the Administration to fulfill its promise to the people of Duluth.

I would add that there is another project in the Duluth Harbor, to deepen the Harbor and the Great Lakes Connecting Channels, which I will mention below. Local sponsors have been generously forthcoming in their share. Will they be rewarded in a similar fashion by the Administration when the project is ready for construction?

HEARDING ISLAND INLET: This water quality improvement project was authorized in the Water Resources Development Act of 1988 (P.L. 100-676). The inlet between Hearding Island and the mainland of Duluth Harbor was dredged once by the Corps in 1967 to relieve serious water quality problems from algae blooms and noxious odors. Since then, the channel has silted in again, and the problems have returned. Each summer, algae blooms develop, noxious gases and even chunks of gassy bottom sediments bubble up and float on the surface, causing truly noisome air and water quality problems.

The Water Resources Development Act of 1988 authorized $500,000 to dredge the inlet, for the purpose of increasing water circulation and reducing stagnant water conditions. I'm sure that the job can be done for less, once the Corps seriously addresses the problem, but urge you to provide the maximum amount to make sure that the project can move to completion in one year. It's a very simple dredging project, that must be accomplished to give the residents of Duluth relief from the horrible air and water quality conditions in the inlet area.

UPPER MISSISSIPPI RIVER SYSTEM ENVIRONMENTAL MANAGEMENT PROGRAM:

The Corps has requested $14.9 million for this program and, as author of the authorizing language in P.L. 99-662, I commend them on this major funding commitment for the second year. However, I believe we can and must do more, to fulfill the commitment made by the authorizing Committees and your Committee to the people of the Upper Mississippi, who agreed to the second lock at Lock and Dam 26 on condition that the Environmental Management Program move forward in lockstep with it.

This year the Corps has requested, and I anticipate that you will approve, $75 million for the second lock, an increase of $10 million over the fiscal year 1990 request. I urge you to match this increase with a $4 million increase for the Environmental Management Program, to bring the funding to the authorized level of $19.5 million.

We are already in the fourth year of this program, which has been consistently underfunded since its outset. Unless the program is fully funded from now on, the intent of Congress in authorizing it may not be fulfilled, and the final report could well leave many critical questions unanswered.

To keep Congress' commitment to the Upper Mississippi, I urge you to provide the full $19.5 million for the Environmental Management Program, which the Corps can fully utilize for ready-to-go additional habitat rehabilitation projects, enhanced geographic coverage for the long-term resource monitoring program, and accumulation of data necessary for the geographical information system. The Upper Mississippi River Basin Association and the Minnesota/Wisconsin Boundary Commission will testify tomorrow to the need and justification for this amount, and I strongly associate myself with their testimony.

OTHER PROJECTS

In addition to these projects, I fully support the Corps' request for the following projects in my District:

- $4 million for operation and maintenance of the Duluth/Superior harbor;

- $360,000 for preconstruction engineering and design for the Great Lakes Connecting Channels and Harbors final report, including work in the Duluth Harbor. I note that the non-federal cost sharers have been identified and have committed to the project;

- $2.6 million for operation and maintenance at Two Harbors.

This concludes my statement, and I thank you, Mr. Chairman, and Subcommittee Members, for your attention.

Mr. BEVILL. Thank you. I am curious. You mentioned the addition of funds for Lock and Dam 26, Number 2. Are additional funds needed?

Mr. OBERSTAR. The Corps has asked $14 plus million for the environmental portion. They have also asked for a $10 million increase in the project side, so if they are going to increase the project side of the project, then let's also increase the environmental funding to keep pace with the work they are doing on the development side of it, otherwise we are going to lose.

We are losing all through the flyway, waterfowl nesting and breeding grounds, and we can't afford to have anymore wetland loss in that flyway, Mr. Chairman.

Mr. BEVILL. Thank you very much.

Mr. OBERSTAR. Folks in Louisiana won't be able to shoot ducks.

Mr. BEVILL. We will work with you and your point is well-taken.

Mrs. BOGGS. Mr. Chairman, I can tell you the Louisianans who are here, he can plead this case just as well in French.

Mr. OBERSTAR. Tres bien, Madam. Je suis tres content de votre conseil.

Mr. BEVILL. Thank you. Be sure you get that in the record.

TUESDAY, MARCH 27, 1990.

McCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM

WITNESSES

HON. MIKE SYNAR, REPRESENTATIVE IN CONGRESS FROM THE STATE OF OKLAHOMA

HON. BERYL ANTHONY, JR., A REPRESENETATIVE IN CONGRESS FROM THE STATE OF ARKANSAS

WALLACE GIERINGER, CHAIRMAN OF THE ARKANSAS RIVER NAVIGATION SYSTEM

Mr. BEVILL. Next, we have Mr. Synar. Come over, Mike. We are pleased to have our good friend and colleague with us.

Each of your statements will be made a part of the record. You may just proceed as you wish.

Mr. SYNAR. Thank you, Mr. Chairman.

I will take literally about 20 seconds here. I am here today to introduce the gentleman who will speak to you for the appropriated time. I appreciate the opportunity to show my support for the McClellan-Kerr Arkansas River Navigation System and to also thank the committee for considering this request and others made today on behalf of the Arkansas River Navigation System.

I am proud to introduce Wally Gieringer, who is the Chairman of the Arkansas River Basin Interstate Committee, who is joined today with Harold Scoggins and Bob Portiss from the Port of Catoosa and I will let them take the time.

Mr. BEVILL. Congressman Beryl Anthony has also walked in. We would be glad to hear from you now, Beryl. Your prepared statement will be included in the record.

Mr. ANTHONY. Thank you, Mr. Chairman, and my colleague from Oklahoma. I, too, would like to introduce the subcommittee mem-

bers to Mr. Wally Gieringer, who is here to testify on behalf of McClellan-Kerr Arkansas River Navigation System.

Mr. Gieringer happens to be a resident of Pine Bluff which is the largest town and county in the 23-county 4th congressional district, so we always pay special attention to those constituents, for sure.

He has been an outstanding member of the community, serving on many industrial boards. Water and transportation is extremely important to the future development, not only of the State of Arkansas, but to the entire area, as the Arkansas River goes into the Mississippi and flows all the way down through Mrs. Boggs' state.

So, Mr. Chairman, what I would like to do is just proudly present Mr. Wally Gieringer and let you know that I totally support the comments he will make in support of the river project and ask your permission if I could submit a written statement for the record and further ask permission if I could submit a statement for the Honorable Paul Hammerschmidt from the State of Arkansas.

Mr. BEVILL. Mr. Hammerschmidt's entire statement will also be made a part of the record.

[The statements concerning McClellan-Kerr Arkansas River Navigation System follow:]

STATEMENT
Congressman Mike Synar
before the House Appropriations Committee
Subcommittee on Energy and Water

Mr. Chairman, I appreciate the opportunity to show my support for the program of work to be presented to you today for the McClellan-Kerr Arkansas River Navigation System.

The investment into this federal project has attracted $3.5 billion in private investment and created more than 50,000 jobs in the area. The future promises further economic benefits for Oklahoma, Arkansas and other neighboring states. The continued dedication of those here today, and the continued attention by the federal government will assure that.

Specifically, we ask that the construction account of the system remain open so that, as soon as deemed feasible, construction can begin on Montgomery Point Lock & Dam, which will solve the problem of sediment accumulation near the confluence. This problem has restricted traffic on the waterway, and will continue to curb use of the channel if not addressed.

Also, I ask that the committee consider funding the construction of a permanent dock at Boudinot Safety Harbor to serve Camp Gruber on the McClellan-Kerr waterway.

Again, I thank the committee for considering this request and others to be made here today by the Arkansas River Basin Interstate Committee.

STATEMENT OF U.S. REPRESENTATIVE BERYL ANTHONY, JR.
BEFORE THE ENERGY AND WATER DEVELOPMENT SUBCOMMITTEE
APPROPRIATIONS COMMITTEE
March 27, 1990

Mr. Chairman, I am pleased to introduce Mr. Wallace Gieringer who will testify on behalf of the McClellan-Kerr Arkansas River Navigation System. Mr. Gieringer is a resident of Pine Bluff, in my District. He is an active civic leader, Executive Director of the Pine Bluff-Jefferson County Port Authority, Chairman of the Arkansas River Basin Interstate Committee, and President of the Jefferson County Industrial Foundation. I fully endorse the requests and recommendations of Mr. Gieringer and the other spokespersons for the Mclellan-Kerr Arkansas River Navigation system.

The Arkansas River navigation system is the finest example of a fully developed inland waterway in the United States. The full potential of this major transportation system will not be realized until well into the next century, but the economic development of Arkansas, Oklahoma, and adjoining states will be greatly enhanced by the benefits of waterborne traffic.

Mr. Chairman, there exists a need for funding for an additional lock and dam at Montgomery Point. The successful completion of this lock and dam would provide an answer to continued low-water problems and prevent the ongoing need for expensive dredging. Clearly, funding for the Montgomery Point Lock and Dam will ensure the continued use of the Arkansas River Navigation System in a dependable and economical manner.

STATEMENT OF

HONORABLE JOHN PAUL HAMMERSCHMIDT

FY 91 ENERGY AND WATER

DEVELOPMENT APPROPRIATIONS

MARCH 27, 11:30 A.M., 2365 RAYBURN

THANK YOU MR. CHAIRMAN. IT IS INDEED A PLEASURE TO APPEAR AGAIN BEFORE OUR GOOD FRIENDS ON THE ENERGY AND WATER DEVELOPMENT SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS. THE EXCELLENT RELATIONSHIP BETWEEN THIS COMMITTEE AND THE COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION ON WHICH I SERVE IS LONG STANDING. I WANT TO THANK YOU, MR. CHAIRMAN, THE RANKING MEMBER (MR. MYERS) AND ALL OF THE MEMBERS OF THE SUBCOMMITTEE FOR YOUR COOPERATION AS WELL AS YOUR COMMITMENT TO THE CORPS' PROGRAM OVER THE YEARS.

28-810 O - 90 - 9

TODAY, I AM ACCOMPANYING THE CHAIRMAN AND MEMBERS OF THE ARKANSAS RIVER BASIN INTERSTATE COMMITTEE IN SUPPORT OF IMPORTANT WATER RESOURCES DEVELOPMENT PROJECTS IN THE ARKANSAS RIVER BASIN. MR. CHAIRMAN, THIS FINE ORGANIZATION HAS TESTIFIED BEFORE CONGRESS ON NUMEROUS OCCASIONS IN SUPPORT OF THE McCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM WHICH BENEFITS NOT ONLY COMMERCIAL NAVIGATION BUT THE HEALTH OF THE ECONOMY OF OUR ENTIRE REGION.

THE PROJECT WAS ORIGINALLY AUTHORIZED IN 1946 AND HAS BEEN OPERATIONAL SINCE 1970, BRINGING COMMERCE, NEW INDUSTRIES, AND JOBS TO ARKANSAS AND OKLAHOMA. ITS CONTINUED EFFECTIVENESS HAS, HOWEVER, BEEN JEOPARDIZED DUE TO PERSISTENT LOW WATER PROBLEMS AT THE LOWER END OF THE SYSTEM WHERE THE WHITE RIVER EMPTIES INTO THE MAIN CHANNEL OF THE MISSISSIPPI RIVER. THE CORPS HAS BEEN INTENSIVELY LOOKING AT THE PROBLEM THANKS IN LARGE PART TO THE COMMITMENT OF FUNDING BY THIS COMMITTEE FOR THE NEEDED STUDY. THAT STUDY IS NOW UNDER FINAL REVIEW BY THE CORPS.

A QUESTION HAS BEEN RAISED, HOWEVER, ABOUT THE SOLUTION THAT THE CORPS HAS BEEN LOOKING AT, WHICH IS A NEW LOCK AND DAM AT RIVER MILE 0.5. SPECIFICALLY, SOME HAVE QUESTIONED WHETHER THE PROJECT IS AUTHORIZED AND HAVE INDICATED A NEED FOR THE AUTHORIZING COMMITTEE TO TAKE ANOTHER LOOK AT THE ISSUE. AT A RECENT HEARING OF OUR WATER RESOURCES SUBCOMMITTEE, MR. CHARLES D. MAYNARD TESTIFIED ON BEHALF OF THE ARKANSAS RIVER BASIN COALITION IN SUPPORT OF THE PROJECT AND ASKED OUR COMMITTEE TO RESOLVE THE ISSUE OF AUTHORIZATION ONCE AND FOR ALL.

OBVIOUSLY, OUR COMMITTEE WILL CAREFULLY REVIEW THE PROJECT TO SEE IF ADDITIONAL AUTHORIZATION IS WARRANTED. LET ME JUST SAY THAT BASED ON MY REVIEW OF THE MATTER, I DO NOT FEEL ADDITIONAL AUTHORIZATION IS NEEDED. THE McCLELLAN-KERR PROJECT IS STILL UNDER CONSTRUCTION, THE WORK NOW CONTEMPLATED WAS INCLUDED IN THE CORPS' ORIGINAL AUTHORIZED PLAN, AND THE WORK IS NEEDED ONLY IN ORDER TO ENSURE THAT THE PROJECT PERFORM AS ORIGINALLY INTENDED. THEREFORE, IF A LOCK AND DAM IS THE PREFERRED SOLUTION IT MAY NOT BE NECESSARY TO "REAUTHORIZE" THE PROJECT WITH THIS FEATURE, ONLY TO ENSURE CONTINUED FUNDING. NONETHELESS, I WILL DISCUSS THIS WITH CHAIRMAN ANDERSON AND OTHER MEMBERS OF THE PUBLIC WORKS COMMITTEE TO SEE WHETHER ANY FURTHER ACTION BY OUR COMMITTEE IS REQUIRED.

WITH RESPECT TO OTHER PROJECTS IN ARKANSAS, LET ME JUST STATE THAT I GENERALLY SUPPORT THE REQUEST OF MR. GIERINGER, MR. McKUIN AND THE OTHER REPRESENTATIVES OF THE INTERSTATE COMMITTEE. ONE PROJECT, THAT THEY DO NOT MENTION BUT THAT CONTINUES TO BE NEAR AND DEAR TO MY HEART IS THE CLEANUP OF BEAVER LAKE IN NORTHWEST ARKANSAS. THE PROJECT WAS AUTHORIZED IN 1986 AND HAS, OVER THE YEARS, RECEIVED SUPPORT AND FUNDING BY THIS COMMITTEE, FOR WHICH I AM VERY GRATEFUL. THIS YEAR THE CORPS HAS REQUESTED FUNDS FOR THE PROJECT FOR THE FIRST TIME. THOUGH THE $300,000 REQUESTED IS MODEST, IT WILL ENSURE CONTINUED PROGRESS IN ADDRESSING A PROBLEM WITH TREMENDOUS POTENTIAL CONSEQUENCES TO THE ENTIRE REGION.

AGAIN, MR. CHAIRMAN, LET ME THANK YOU AND MR. MYERS FOR ALL OF YOUR HELP OVER THE YEARS. I PLEDGE TO WORK WITH YOU ON THESE ISSUES AND ON ALL OF THE OTHER MATTERS THAT LIE BEFORE OUR TWO COMMITTEES.

ARKANSAS RIVER BASIN INTERSTATE COMMITTEE
MARCH 27, 1990

UNITED STATES SENATE

* ***** *

UNITED STATES HOUSE OF REPRESENTATIVES

WITNESS LIST

ARKANSAS

W. A. Gieringer	Chairman, Arkansas River Basin Interstate Committee; Chairman Arkansas Interstate Committee; Director, Arkansas Basin Development Association; Executive Director, Pine Bluff-Jefferson County Port Authority, Pine Bluff, Arkansas
Barry McKuin	President, Arkansas Basin Association; Director, Arkansas Basin Development Association; Winrock Farms, Inc., Morrilton, Arkansas.

Colorado

Charles L. Thomson	Chairman, Colorado Interstate Committee; Vice President, Arkansas Basin Development Association; General Manager, Southeast Colorado Water Conservancy, Pueblo, Colorado

Kansas

James O. Foster	Chairman, Kansas Interstate Committee; Boeing Military Airplane Co. Wichita, KS.
Taylor Peckham	Member, Kansas Interstate Committee; Peckham Insurance Agency, Augusta, Kansas.
Arthur T. Woodman	Acting Chairman, Kansas Interstate Committee; Vice President, Arkansas Basin Development Association; Woodman-Architects, Wichita, Kansas.

Oklahoma

Glen L. Cheatham, Jr.	Executive Vice President, Arkansas Basin Development Association; Director, Waterways Office, Oklahoma Department of Commerce, Tulsa, Oklahoma.

ARKANSAS RIVER BASIN INTERSTATE COMMITTEE
MARCH 27, 1990

WITNESS LIST
PAGE 2

Oklahoma (con't)

Coleman Fite	Member, Oklahoma Interstate Committee; Member, Waterways Advisory Board, Oklahoma Department of Commerce; Member, National Waterways Conference, Inc.; Director, Muskogee City-County Port Authority; Muskogee, Oklahoma.
Robert W. Portiss	Chairman of the Board, Arkansas Basin Development Association; Port Director, Tulsa Port of Catoosa, Catoosa, Oklahoma.
Harold B. Scoggins	Chairman, Oklahoma Interstate Committee; Director and Life Member, Arkansas Basin Development Association; Member, National Waterways Conference, Inc.; Muskogee, OK.
Sam Youngwirth	Executive Vice President, Muskogee Area Chamber of Commerce; Muskogee, Oklahoma.

CHAIRMAN
Subcommittee on Energy and Water Development
Appropriations Committee

United States Senate
and
United States House of Representatives
Washington, D.C.
March 27, 1990

Mr. Chairman, and members of this distinguished Committee, my name is Wallace Gieringer of Pine Bluff, Arkansas. It is my pleasure and honor this year to serve as Chairman of the five-state Arkansas River Basin Interstate Committee, which consists of five delegates from each of the states of Arkansas, Colorado, Kansas, Missouri and Oklahoma as they were appointed by their Governors to represent those respective states. As Chairman, I will be the spokesman for the Committee and respectfully request that the copies of each state's individual statement be made a part of the record, along with this testimony.

We collectively have the responsibility to coordinate water resource matters among the states and to speak for the Arkansas River Basin in appearances before Committees of Congress and regulatory agencies. We are joined here today by members of the Interstate Committee. With me are: Charles "Tommy" Thomson, Chairman of the Colorado Committee; Arthur Woodman, Chairman of the Kansas Committee; Harold Scoggins, Chairman of the Oklahoma Committee; and Barry McKuin, Chairman of the Arkansas River Basin Coalition for the Montgomery Point Lock & Dam. We testify as a group signifying the strong bond of support which water officials from the five states have developed.

The McClellan-Kerr Arkansas River Navigation System has brought economical waterway transportation and world trade to Arkansas, Oklahoma and neighboring states. This $1.3 billion federal project built by the Corps of Engineers has already helped attract private investments exceeding an estimated $3.5 billion, and more than 53,000 new jobs have been created as a result.

Mr. Chairman, the future of this wonderful, multi-purpose McClellan-Kerr Arkansas River Navigation System is threatened. We need your help and the help of Congress.

Low water levels of the Mississippi River and sediment accumulation near the confluence are restricting use of the Arkansas River Navigation System and have a negative effect on shipping capabilities. When the Arkansas River Navigation System was authorized by Congress in 1946, the Corps plans included a lock and dam at Mile .5, just upstream from the Mississippi River. In 1962 Corps studies established that the top of the water at this location would not go below 110 feet, and the originally planned structure was not built.

Since that time, forces of nature have combined with the impact of bank stabilization and other man-made alterations along the Mississippi. As a result, the low water levels have fallen. This affects the Arkansas River Navigation System between the Mississippi and Norrell Lock and Dam. Closure of the channel and restricted travel have been occurring with greater frequency and duration since 1980. Frequent dredging operations have been required just to keep this 10-mile section of the navigation channel open for barge traffic.

In 1988 alone, the Corps spent over $4 million in this area for dredging. This past Christmas season, the system was closed for over a week due to low-water problems in the entrance channel. Dredging and transportation costs are increasing each year. The problem is not resolved, and dredging will not solve the problem. The extra transportation cost to the nation is growing as shippers divert traffic to other more costly transportation modes that they perceive are more dependable.

The Corps of Engineers now predicts that the Mississippi will continue to decline before stabilizing at 95 feet, fifteen feet lower than the original design confluence elevation. This projected low-water level for the Mississippi is two feet below the sill of Norrell Lock and Dam--ten miles upstream on the Arkansas. Not even empty tows could go to or from the rest of the system - they would be sitting on the bottom with no water for navigation.

Intensive scale-model tests have been conducted by the Corps. Results from that study indicate that an additional lock and dam at Montgomery Point (Mile .5) would provide the solution to our persistent low-water problems and continual and expensive dredging. We believe that environmental concerns have been carefully addressed by the Corps.

Montgomery Point Lock and Dam is vital to maintaining dependable and economical navigation for the entire Arkansas River Navigation System and the multi-state region it serves. Without Montgomery Point, the navigation system becomes untenable and federal and private investments and thousands of jobs are jeopardized.

The proposed lock and dam was in the original project and, thanks to Congressional insistence, the construction authority has remained open.

Mr. Chairman and members of the Committee, we respectfully request action by you and your colleagues leading to the appropriation of funds for land acquisition which would initiate construction of Montgomery Point Lock and Dam. We thank you for your consideration and assistance and are deeply appreciative of the foresight and wisdom you and your colleagues have shown in providing solutions to water resource problems each and every year.

Attachments: Statement of Charles D. Maynard to Water Resources Subcommittee, U.S. House of Representatives
Statements of Arkansas, Colorado, Kansas and Oklahoma Interstate Committees

Statement of
Charles D. Maynard, Col., USA Ret.
on behalf of
The Arkansas River Basin Coalition
for
The Montgomery Point Lock and Dam
to
The Water Resources Sub-Committee
House Public Works & Energy Committee
U. S. House of Representatives

My name is Charles Maynard, one of seven board members of the Arkansas Waterways Commission. The basic purpose of the Commission is to develop commercial navigation on our five navigable rivers, the Arkansas, Mississippi, Ouachita, Red and White. The one that needs the help and right now is the McClellan-Kerr Arkansas River Navigation System. I appear here today on behalf of that Commission and for the Arkansas River Basin Coalition for Montgomery Point Lock and Dam, which represents a group of many organizations in Arkansas and Oklahoma.

The System consists of the White-Arkansas-Verdigris Rivers, the problems in its first ten miles of the White River.

In that stretch the elevation of the water is determined by the level of the Mississippi as this reach of the System is the backwater of the Mississippi. The success of the U. S. Army Corps of Engineers in controlling the flooding on the Mississippi River is responsible for the problem on the lower part of the McClellan-Kerr System.

The Arkansas River and Tributaries, Arkansas and Oklahoma was authorized by Congress in 1946 (House Report 79-758) and at that time the Corps plans included a lock and dam essentially at the site (mile .5 right descending bank) where one has been needed since 1980. This dam, along with the others, one in western Arkansas and one in eastern Oklahoma, were deleted from the project as at the time it was believed by the Corps that there was no need. The Corps was right about the upstream two dams but mother nature is going to have her way about the one we now call Montgomery Point Lock and Dam.

For more than 35 years the Corps had monitored the elevation of the water at mile 599 on the Mississippi River, the entry point of the System into the Mississippi. In 1962, studies established that the top of the water at this river mile would not go below 110' and the quantity of water carried by the Mississippi at this elevation was documented at 100,000 cfs. But in the 1930's there were cutoffs made on the Mississippi below Vicksburg and Greenville. Bank paving, the needed training works for flood control were just getting underway. Today, almost 90% of the Mississippi River flood control portion of the project is complete and the water level has dropped below 110' at mile 599.

The Corps has done a superb job on its flood control of the Mississippi. It is now carrying a greater quantity of water at a lower elevation and this has been and is good for the Mississippi River Valley. However, it has adversely impacted the Arkansas River Navigation System.

Today at mile 599 for water to be at 110' it requires 175,000 cfs of (Mississippi River) water moving by this location. Further, almost each year during the 1980;s the elevation has dropped below 110'. In 1989 it went below 105'. Please remember that the Mississippi River determines the amount of water in the first ten (10) miles of the system.

The McClellan-Kerr Navigation System got off to a roaring start in 1970. The 445 mile system with 17 locks and dams, allows navigation to move from the Mississippi River entrance channel to Tulsa, OK. Tonnages moved from zero (0) to the 8-10 million tons annually in the first 6-7 years but then the low water problem occurred. So we nave a $1.3 billion project that has a national reputation of being unreliable.

This is because low water on the average will restrict use 42 days a year. I believe you know what uncertainty does for business and I believe you can appreciate the seriousness of the problem if, as a businessman, you were told you couldn't get anything into or out of your place of business for more than 10% of the time. In development terms, it means industry will not settle in the Basin and use the System which was created to provide the water users this mode of travel, which excluding pipelines, is the least expensive mode of transportation.

The potential annual tonnages that could move on the system are in the range of 35-45 million tons. Yet, we continued to be in the 8-10 million range. Montgomery Point Lock and Dam should allow this movement.

The lock and dam we now need was in the original project. The Construction General Account used by the Little Rock District Engineer to build the System is still active. The Corps placed $840,000 for detailed design studies in the President's 1991 budget. The Corps will tell you privately that the project is required. The system isn't working as the Corps said it would, yet questions are raised as to the Corps authority to construct the project.

The Little Rock District is now completing the navigation aspects of the Arkansas River Basin Comprehension Study, and will forward its report the end of March. Every indication is that the Montgomery Point Lock and Dam is needed, has a favorable benefit cost ratio and has minimal environmental aspects, most of which are favorable and one half the cost of the structure will be recovered over the life of the project by the elimination of dredging presently required.

Perhaps the Coalition or the Arkansas Basin Association or the Arkansas Waterways Commission or Arkansas Basin Development are to close to the issue but as an engineer if I let a contract (authorize) a company to build a house for me, that company is authorized or under contract to build that house until it is accepted by me or the contractor is told to stop the construction of the house.

In this case, Congress has not told the Corps to stop construction. On the contrary, the LRDE's Construction General Account has been left open. The Corps has asked for more money to continue the work but most importantly the project is not working like Congress told the Corps it wanted the System to work.

It is my honest sincere belief that it is the will of Congress for the Corps to get on with the job. We know that it will take 4-5 years to build the lock and dam. This means that both the public ($1.3 billion) and private investment ($2 billion) and some 55,000 jobs will be at risk until the System operates dependably. Further, we both know added investment will lag until the whole project is dependable and maximized.

The Coalition requests that the Committee put the authorization issue to rest by informing the Corps that you want the project finished and further because of the urgency of construction you want the LRDE to purchase the land for the project in this calendar year.

If you have questions, I will be glad to answer them. I do thank you for allowing me the opportunity to come before you and discuss this crucial infrastructure issue with you. I will be happy to furnish any additional information you desire.

Statement of
Wallace A. Gieringer, Chairman for Arkansas
Arkansas River Basin Interstate Committee
to
The Chairman of the Energy and Water Development Subcommittee
Appropriations Committee

United States Senate
****
United States House of Representatives

Relative to Appropriation for the Comprehensive Development
of the Arkansas River Basin for FY 1991

Mr. Chairman and members of the Committee, my name is Wallace Gieringer. I serve as Executive Director of the Pine Bluff-Jefferson County Port Authority and Arkansas Chairman of the Interstate Committee. Other Committee members representing Arkansas are Messrs. Wayne Bennett, farmer from Lonoke; Michael C. Carter, attorney from Fort Smith; Charles Maynard, banker from Little Rock; and Charles Steel, retired electric utility executive from Little Rock.

We fully endorse the statement presented to you today by the Chairman of the Arkansas River Basin Interstate Committee and appreciate the opportunity to testify before your most important subcommittee.

THE McCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM HAS BROUGHT ECONOMICAL WATERWAY TRANSPORTATION AND WORLD TRADE TO ARKANSAS, OKLAHOMA AND NEIGHBORING STATES. THIS $1.3 BILLION FEDERAL PROJECT BUILT BY THE CORPS OF ENGINEERS HAS ALREADY HELPED ATTRACT PRIVATE INVESTMENTS EXCEEDING AN ESTIMATED $3.5 BILLION, AND MORE THAN 53,000 NEW JOBS HAVE BEEN CREATED AS A RESULT.

OF UTMOST IMPORTANCE IS THE NECESSARY CONGRESSIONAL ACTION LEADING TO THE APPROPRIATION OF FUNDS FOR LAND ACQUISITION WHICH WOULD "INITIATE CONSTRUCTION" OF THE MONTGOMERY POINT LOCK AND DAM AT THE MOUTH OF THE WHITE RIVER. IN 1988 ALONE, THE CORPS SPENT OVER $4 MILLION IN THIS AREA FOR DREDGING TO ALLEVIATE WHAT HAS BECOME AN ANNUAL LOW-WATER PROBLEM.

THIS PAST CHRISTMAS SEASON, THE SYSTEM WAS CLOSED FOR OVER A WEEK DUE TO LOW-WATER PROBLEMS IN THE ENTRANCE CHANNEL. DREDGING AND TRANSPORTATION COSTS ARE INCREASING EACH YEAR AS THE PROBLEM HAS NOT BEEN RESOLVED, AND DREDGING WILL NOT SOLVE THE PROBLEM. THE EXTRA TRANSPORTATION COST TO THE NATION IS GROWING AS SHIPPERS DIVERT TRAFFIC TO OTHER MORE COSTLY TRANSPORTATION MODES THAT THEY PERCEIVE ARE MORE DEPENDABLE. MONTGOMERY POINT LOCK AND DAM IS VITAL TO MAINTAINING DEPENDABLE AND ECONOMICAL NAVIGATION FOR THE ENTIRE McCLELLAN-KERR ARKANSAS RIVER NAVIGATION SYSTEM AND THE MULTI-STATE REGION IT SERVES.

Certain other projects in our region are vital to the social, economic and environmental well-being of the region and our nation. We strongly recommend that you favorably consider the following in your budgetary deliberations:

* Support for all funding included in the President's budget for the construction, operation and maintenance of the McClellan-Kerr Arkansas River Navigation System; and

* Continuation of construction authority for the McClellan-Kerr Arkansas River Navigation Project until the remaining problems identified by the Little Rock District Corps of Engineers have been satisfactorily resolved. In addition to Montgomery Point, there are two other crucial problems which must be resolved:

  ** Completing the construction of the extension of the Arkansas-White River cut-off structure which was started last year; and

  ** Continuing the construction of the much-needed repairs at Dam 2 to provide for its safety.

Other needs include:

* Initiating the acquisition of additional real estate interests along the navigation system in Arkansas to allow the system to operate as originally designed;

* Funding to continue the cost-shared Central Arkansas Feasibility study which is addressing municipal, industrial, and agricultural water supply and recreation and fish and wildlife needs in the Central Arkansas area. The Arkansas Soil and Water Conservation Commission is very interested in cost-sharing with the Corps of Engineers in this study effort;

* We request that the Congress go on record recognizing a Federal interest in authorization and funding of off-channel harbors in accordance with "Economic and Environmental Principles and Guidelines for Water and Related Resources Implementation Studies" (dated March, 1983) for all navigation projects. The current policy is contributing to reduced economic growth in already economically depressed areas of our nation. This urgently needs to be corrected as slackwater harbors contribute to economic development, tax revenues and reduced transportation costs while enhancing our nation's competitive posture in a global economy; and

* We urge the Congress to encourage the Military Traffic Management Command to double their efforts to identify opportunities to accelerate their use of the nation's

navigable waterways to move military cargoes which will help contain the nation's defense costs.

When the McClellan-Kerr project was constructed, the Corps of Engineers did not excavate the Arkansas-White Canal to its full depth, as it was not needed in the 1960s. The growth of sediment deposits requires excavation of the canal to its full depth. This would permit the Corps to operate Pool 2 as it does the other pools in the system to move sediments through and thus reduce the annual dredging costs and the problems associated with its disposal. Accordingly, we request the committee to provide the funds requested in the President's Budget for improvement of the Environment (Section 1135 of PL 99-662) for the structure across the lower part of the Morgan Point Bendway as the materials to be dredged from Pool 2 can be used for the structure which will be a highly beneficial use of dredge material.

We continue to be concerned that recently expanded non-federal cost-sharing requirements limit participation in federal water programs to wealthy states and communities. The poorer areas of our nation which have the greatest need and growth potential--but limited tax base--are unable to participate because they cannot even meet the study cost-sharing requirements.

We thank you for the privilege of speaking to you today and urge you to favorably consider our request.

ARKANSAS
BASIN
ASSOCIATION

Statement of
Barry McKuin, President of the
Arkansas Basin Association
to
The Chairman of the Energy and Water
Development Subcommittee
Appropriations Committee

United States Senate
*** * * ***
United States House of Representatives

Mr. Chairman and members of the committee, my name is Barry McKuin and I am from Morrilton, Arkansas.

There are many comments that could be made relative to the McClellan-Kerr Arkansas River Navigation System. However, there is one single project that stands out in need over all others. That project is Montgomery Point Lock and Dam, at the mouth of the McClellan-Kerr Navigation System. It is essential that we have timely congressional action for the purchase of land to begin this crucial project.

We support the testimony of the five-state Arkansas River Basin Interstate Committee and request that you favorably consider our requests.

CHAIRMAN
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
APPROPRIATIONS COMMITTEE
UNITED SENATE
AND
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON, D.C.
1990

Mr. Chairman, and members of this distinguished Committee, my name is Charles L. Thomson, and I am General Manager of the Southeastern Colorado Water Conservancy District, with headquarters in Pueblo, Colorado. I submit this statement today on behalf of the other four members of the Colorado delegation, who were appointed by our Governor, the Honorable Roy Romer, to serve as members of the five state Arkansas River Basin Interstate Committee. My colleagues are Mr. John E. Javernick, farmer and rancher from the Canon City area, representing the Upper Arkansas Basin in Colorado. Mr. Lee Hancock, retired Superintendent of the High Line Canal Company near Rocky Ford, representing the Lower Arkansas Basin. Mr. Raymond D. Nixon, retired Executive Director, Department of Public Utilities for the City of Colorado Springs, representing the municipal and domestic water users, and Mr. William McDonald, Director, Colorado Water Conservation Board in Denver, representing the office of the Governor. We are truly honored today, Mr. Chairman, and members of the Committee, to join our colleagues from the other great states of Arkansas, Missouri, Oklahoma and Kansas, who make up the Interstate Committee. We met for our Annual Meeting in Tulsa, Oklahoma March 6, 1990, and appear before you today as a unified group respectfully requesting appropriations for necessary water resource projects in our five states.

The members of the Colorado delegation have carefully reviewed the construction, operation and maintenance requests submitted by President George Bush for Projects in Colorado, and wholeheartedly endorse each of them as essential elements in the continued programs of the U.S. Bureau of Reclamation and the U.S. Army Corps of Engineers. The Administration Budget for FY 1991 recommends the following:

U.S. Bureau of Reclamation - Fryingpan-Arkansas Project:
Construction ---------- $1.467 million
O & M ---------- $2.298 million

Leadville Mine Drainage Tunnel ------- $3.36 million

U.S. Army Corps of Engineers:
John Martin Reservoir O&M ----- $2.021 million
Trinidad Lake O&M ---------- $701,000

The construction funds recommended for the Bureau of Reclamation for the Fryingpan-Arkansas Project will permit the Bureau, the City of Pueblo and the Bessemer Irrigating Ditch Company, to complete a three year rehabilitation program on the Bessemer Ditch as it courses its way through the heart of the City of Pueblo. The funds will also permit the Bureau

to uprate the Northside Collection System of the Project, and initiate contracts for uprating static start equipment, and installing controlling equipment at the 200 megawatt Mt. Elbert Pump Back Storage Peaking Power Plant. The funds for the Leadville Mine Drainage Tunnel will permit the Bureau of Reclamation to complete construction on this important water quality project. This will be the first time the Bureau of Reclamation has been involved in such a program in the Arkansas Valley, and, when completed, will treat historic mine waters which have caused serious pollution to a major section in the headwaters of the famous Arkansas River. It is my strong recommendation, Mr. Chairman, and members of the Committee, that the Bureau of Reclamation be authorized and directed to continue the water quality research in the Upper Arkansas Valley, which led to the authorization and construction of this treatment plant. They can utilize the data accumulated over many years by the U.S. Geological Survey and other agencies, and provide engineering and construction expertise at a time when water quality is paramount throughout the United States.

Mr. Chairman, I am pleased to report that the Corps of Engineers and the City of Pueblo completed construction of the much needed Fountain Creek Flood Control Project, which was authorized in the 1986 Water Resources Development Act. Brigadier General Robert C. Lee, Division Commander, and officials from the City of Pueblo, officially dedicated this Project on 9 November, 1989, and it is significant it was completed well ahead of schedule, and within the budget constraints. It is a prime example of the cooperation which can and must be developed between federal and local agencies for such Projects.

In that regard, while outside the geographic boundary of the Arkansas River Basin Interstate Committee, I would like to strongly recommend your approval of a request of the Albuquerque District of the U.S. Army Corps of Engineers, for $240,000 to continue preconstruction engineering and design for an essential Flood Control Project in the City of Alamosa in the Rio Grande Basin in Colorado. I am personally familiar with that area, and would equate that Project to the Fountain Creek Flood Control Project in Pueblo as being absolutely essential to provide 100 year protection against massive and devastating floods in the downtown area of the largest city in the San Luis Valley.

The delegation from Colorado joins with our colleagues from the other four states in authorizing the appropriation of funds to initiate land acquisition which would "Initiate construction" of the Montgomery Point Lock and Dam at the mouth of the White River. This Project was thoroughly discussed at the Annual Meetings of the Committee in 1989 and 1990, and we are keenly aware of the serious problems which can, and undoubtedly will, occur in the future if this Project is not completed at an early date. It is a situation which is the result of changes in flow conditions along the Mississippi River, and I call your attention to the excellent statement presented by our colleagues from the great State of Arkansas, who set forth specifics in their testimony.

Mr. Chairman, and members of this distinguished Committee, I have appeared before you each and every year since 1966, and am certainly pleased to call your attention to the fact the amounts of money requested in my testimony this year are the lowest ever requested. This is a result of the fact the Fryingpan-Arkansas Project, which was authorized in 1962, is complete, with the exception of several small projects in the recreation area near Pueblo Reservoir. The Corps of Engineers has completed work on projects recommended as a result of the devastating 1965 flood. We again want to sincerely compliment you, and thank you and your predecessors, for the foresight, wisdom and courage, which each of you have demonstrated

down through the years by providing funds for essential water resource management programs throughout the United States. Those of us in the water resource management business dread to think what problems would face our nation today, in both water quantity and quality, were it not for that foresight. The drought of the past few years, and the threat of continued drought this year throughout much of the nation, has focused public attention to the absolute importance of strategically located reservoirs, which can impound waters during times of surplus, prevent flooding, and make those waters available in periods of shortage for domestic, agricuture, transportation and recreational uses. I have considered it an honor each year, Mr. Chairman, and members of the Committee, to be permitted to appear before you, and I only wish I could adequately express the sincere appreciation which all of the people served by our District feel for the leadership you have provided.

Statement of
Arthur T. Woodman, Chairman for Kansas
Arkansas River Basin Interstate Committee
to
The Chairman, Subcommittee on Energy and Water Development
Appropriations Committee

United States Senate

and

United States House of Representatives
Washington, D.C.

March 27, 1990

Mr. Chairman and members of this distinguished Committee, I am Arthur T. Woodman, Architect, with offices in Wichita, Kansas, and Chairman of the Kansas Interstate Committee for the Arkansas River Basin. This statement is submitted today, representing the Kansas Delegation, and my colleagues are Roger Brown, Bank Executive, Arkansas City; James O. Foster, Business Management Coordinator for Boeing Military Aircraft, Wichita; Frank Liebert, Attorney-at-Law, Coffeyville; and Taylor Peckham, Insurance Executive, Augusta.

We are honored to join with our colleagues from the great states of Arkansas, Colorado, Missouri and Oklahoma, which five (5) states comprise the Arkansas River Basin Interstate Committee. We appear before you in unison today and fully endorse the statement of the Chairman of the Arkansas River Basin Interstate Committee.

The water resource projects in the Kansas portion of the Arkansas River Basin have been carefully reviewed by the Kansas delegation and reflect accurately the needs as presented in the Administration Budget, FY 1991, many of which are safety and conservation oriented. We again call your attention to those of the Corps of Engineers for construction:

Great Bend Flood Control	$ 9,000,000
Halstead Flood Control	2,200,000

The Great Bend project construction continuation will stop flooding of a great city in west/central Kansas. The Halstead Project is vital to the preservation of a community recognized for the outstanding major regional hospital and medical services to a regional farming community. The citizens of this relatively small municipality of Halstead have dedicated themselves to stretch finances for local share and they are most deserving of construction of their flood control project for major protection.

Similar appropriations are equally important to continue development of flood control protection by continuation of preconstruction design:

Arkansas City Flood Control	$ 300,000
Winfield Flood Control	150,000
Upper Little Arkansas River Watershed	210,000

Of particular note and importance are the ongoing research and planning projects in the Administration Budget for your continued support which will provide data for intelligent decisions on major and vital water resource development in Kansas for the future, such as those of Department of Interior, Bureau of Reclamation:

Arkansas River Management Improvement Study	$ 240,000

In addition, we state herewith our unanimous support for the critical Montgomery Point Lock and Dam Project to maintain viable commerce of navigation between the McClellan-Kerr Waterway and the Mississippi River.

In memoriam, we take this opportunity to recognize the effort and dedication of Col. E. L. Morris, Ret. over the years on behalf of the Arkansas Basin Development and all that it represents.

Mr. Chairman and Members of this Committee, we wish to thank you for the dedicated manner in which you and your distinguished colleagues in the Congress of the United States have dealt with the Water Resources Programs in allowing us to present our views and recommendations to you. We look forward with great expectations and hope for the future of water resource development in Kansas and the Arkansas River Basin.

PROJECT	TYPE OF PROJECT	SURVEYS	PRECONSTRUCTION ENGN & DESIGN	CONSTRUCTION	OPERATION & MAINTENANCE
KANSAS					
ARKANSAS CITY, KS	FC		300,000		
ARKANSAS RIVER AND TRIBUTARIES, GREAT BEND, KS TO TULSA, OK	FDP	582,000			
CANEY RIVER, KS & OK	FDP	210,000			
CLINTON LAKE, KS	FC				1,364,000
COUNCIL GROVE LAKE, KS	FC				1,002,000
EL DORADO LAKE, KS	FC				450,000
ELK CITY LAKE, KS	FC				723,000
FALL RIVER LAKE, KS	FC				976,000
GREAT BEND, KS	FC			9,000,000	
HALSTEAD, KS	FC			2,200,000	
HILLSDALE LAKE, KS	FC				961,000
JOHN REDMOND DAM AND RESERVOIR, KS	FC				1,100,000
KANOPOLIS LAKE, KS	FC				1,504,000
MARION LAKE, KS	FC				740,000
MELVERN LAKE, KS	FC				1,375,000
MILFORD LAKE, KS	FC				2,039,000
MISSOURI RIVER - SIOUX CITY TO MOUTH, IA, NE, KS & MO (SEE IOWA)					
MISSOURI RIVER F&WL MITIGATION, IA, NE, KS & MO (SEE IOWA)					

REPRODUCED AT GOVERNMENT EXPENSE

PROJECT	TYPE OF PROJECT	SURVEYS	PRECONSTRUCTION ENGN & DESIGN	CONSTRUCTION	OPERATION & MAINTENANCE
KANSAS (CONTINUED)					
MISSOURI RIVER LEVEE SYSTEM, IA, NE, KS, & MO (SEE IOWA)					
PEARSON - SKUBITZ BIG HILL LAKE, KS	FC				755,000
PERRY LAKE, KS	FC				1,503,000
POMONA LAKE, KS	FC				1,251,000
SOLDIER CREEK DIVERSION UNIT, TOPEKA, KS	RCP	120,000			
TORONTO LAKE, KS	FC				388,000
TURKEY CREEK BASIN, KS AND MO	FDP	100,000			
TUTTLE CREEK LAKE, KS	FC				1,360,000
UPPER LITTLE ARKANSAS RIVER WATERSHED, KS	FC		210,000		
WILSON LAKE, KS	FC				1,171,000
WINFIELD, KS	FC		150,000		

Bureau of Reclamation

SCHEDULE OF GENERAL INVESTIGATIONS PROGRAM

Region	Project	State
Great Plains	Arkansas River Water Management Improvement Study	Kansas

Initiation	Completion	Percentage Cost Sharing	Type of Study
FY 1989	FY 1992	38	Special Investigation

Summarized Financial Data

	Estimated Total	Estimated Total to September 30 1989	Program FY 1990	Estimate FY 1991	Balance To Complete
Reclamation:	$ 990,000	$ 150,000	$ 400,000	$ 240,000	$ 200,000
Non-Federal:	625,000	175,000	150,000	150,000	150,000
Other Federal:	--	--	--	--	--
Total	$ 1,615,000	$ 325,000	$ 550,000	$ 390,000	$ 350,000

Description of Study

The study area is located in south-central Kansas within the Arkansas River Basin from Hutchison downstream to Wichita, Kansas. There is a potential for poor quality streamflow in the Arkansas River between Hutchison and Wichita to contaminate the water quality in the adjacent alluvial aquifer. Available information gathered by the USGS indicates that a hydraulic connection may exist between the river and the aquifer, and that there could be a difference of up to 1,800 mg/l total dissolved solids between the river water and the water in the aquifer. However, no quantitative definition of the streamflow/aquifer interaction is available to determine the effect of the Arkansas River on the alluvial aquifer.

In this Basin, where 70 percent of the water use is for irrigation and which also contains the largest urban area in the State, the need to plan for adequate quantities of good quality water for all purposes is great. Future groundwater quality degradation would have a serious impact on the availability of water for municipal and industrial purposes, especially from the Equus Beds aquifer that supplies water to the Wichita metroplex. There is also a potential for water conservation and improved efficiencies of water use through management efforts within this area. Studies are warranted to define the extent of this problem. Based on the findings, there is a need to develop potential solutions to correct or stabilize any contamination.

This study is supported by the Kansas Water Office, Kansas Water Authority, city of Wichita, and Equus Beds Groundwater Management District No. 2. Potential for cost-sharing and in-kind services appears favorable pending appropriation of funding by the State Legislature.

SUMMARY OF OKLAHOMA STATEMENT

FOR THE STATE OF OKLAHOMA
ARKANSAS RIVER BASIN INTERSTATE COMMITTEE

MARCH 27,1990

We urge that the Congress ensure that the construction account of the McClellan-Kerr Arkansas River Navigation System remain open. Serious problems have arisen at the waterway entrance to the navigation system. Extensive testing has proved that construction of Montgomery Point lock and dam will be necessary to correct the problem. This problem must be corrected quickly and connot stand the time consuming delays of new appropriations if the construction account is closed.

We ask Congress to provide the funds necessary to the National Guard Bureau specifically to build permanent dock facilities at Boudinot Safety Harbor and a similar facility at W. D. Trimble Lock and Dam. We urge the continued study of the movement of munitions on the Nations Inland Waterways.

We express our great concern over the issue of cost-sharing requirements to be implimented in the Planning Assistance to States program.

STATEMENT OF HAROLD B SCOGGINS, CHAIRMAN
FOR THE STATE OF OKLAHOMA
ARKANSAS RIVER BASIN INTERSTATE COMMITTEE

March 27, 1990

Mr. Chairman and members of the Committee, I am Harold B. Scoggins, Oklahoma Chairman of the Arkansas River Basin Interstate Committee, from Muskogee, Oklahoma.

It is my privilege to present this statement on behalf of the Oklahoma members of our Committee in support of adequate funding for water resource development projects in our area of the Arkansas River Basin. Other members of the Committee appointed by the Governor are: Mr. Fred G. Turner, Mr. Coleman Fite, Mr. E. R. Albert, Jr. and Mr. Robert S. Kerr, Jr.

Together with representatives of the other Arkansas River Basin states, we fully endorse the statement presented to you today by the Chairman of the Arkansas River Basin Interstate Committee.

We appreciate the opportunity to present our views of the special needs of our state concerning several studies and projects.

We urge that Congress ensure that the construction account of the McClellan-Kerr Arkansas River Navigation System remain open. Serious problems have arisen at the waterway entrance to the navigation system. Extensive testing has proved that construction of Montgomery Point lock and dam will be necessary to correct the problem. This problem must be corrected quickly and cannot stand the time consuming delays of new appropriations if the construction account is closed.

We also urge that Congress ensure that adequate funds are available for continued repair of the damage caused at Dam 2 during the floods of 1982.

We are particularly pleased that the President's budget includes funds to advance work for flood control in Oklahoma. As you know, our State was devastated by the flood of October 1986. The flood caused almost 300 million dollars in property damages. Existing flood control projects prevented over 700 million dollars in damages which would have occurred without those projects. Of special interest to our committee is funding of $4.4 million for rehabilitation of Wister Dam and for authorized flood control projects including release of $200,000 for Parker Lake in southeastern Oklahoma; $13,600,000 for Mingo Creek, Tulsa, Oklahoma; and $168,000 for Fry Creeks, Bixby, Oklahoma. Funds in the budget are needed for the following flood control studies: the Caney River in the vicinity of Bartlesville, Oklahoma; Grand (Neosho) River in the vicinity of Miami, Oklahoma; Arkansas River Basin Feasibility Study, Arkansas and Oklahoma; Crutcho Creek, Oklahoma Channel Improvement. We also support funding for the Small Flood Control Projects Program, (Section 205 of the 1948 Flood Control Act, as amended). Funds are needed under that program to provide local flood protection along Sam Creek, Muskogee, Oklahoma;

Merkle Creek, Norman, Oklahoma; Coweta Creek, Coweta, Oklahoma; Coal Creek, Henryetta, Oklahoma; Washita River, Lindsay, Oklahoma; Tahlequah Creek, Tahlequah, Oklahoma; Joe Creek, Tulsa, Oklahoma; and Chikaskia River, Blackwell, Oklahoma; and many other areas within our State. We support funding for the Emergency Streambank Stabilization Program, (Section 14 of the 1946 Flood Control Act, as amended). Funds are needed under that program to prevent streambank erosion and resulting damages to public facilities along Tyner Creek, Adair County, Oklahoma; North Canadian River, Spencer, Oklahoma; the Arkansas River, Tulsa, Oklahoma; the North Canadian River, Oklahoma County, Oklahoma; the North Canadian River, Pottawatomie County, Oklahoma; the Washita River, Caddo County, Oklahoma; Salt Fork of the Arkansas River, Kay County, Oklahoma; and many other areas within our State.

Of particular interest, given today's economy and the budget constraints under which the Defense Department is being required to operate, is the military's use of the inland waterways. It has been with unrelenting effort of some regional organizations that some rather extensive test moves of National Guard equipment have been accomplished in the past year at substantial savings to the military. It is in this light that we ask Congress to provide the funds necessary to the National Guard Bureau specifically to build permanent dock facilities at Boudinot Safety Harbor on the McClellan-Kerr Waterway to serve Camp Gruber, Oklahoma, and a similar facility at W. D. Trimble Lock and Dam near Fort Smith, Arkansas, to serve Fort Chaffee. The Oklahoma and Arkansas Army National Guards have acquired deck barge assets on loan from TROSCOM and the dock facilities are needed to maximize the savings potential and defense preparedness that can accrue from water transportation. We urge the continued study of the movement of munitions on the Nations Inland Waterways by the Department of the Army and the Military Traffic Management Command (MTMC).

There are seven projects omitted from the Federal budget that, in our opinion, are critical to the continued development of water resources in Oklahoma. We are requesting that the Committee add the projects and funding outlined herein.

Of those seven, we specifically ask the Congress to provide funds to Initiate the Reconnaissance Study for Navigation into the vicinity of Pryor, Oklahoma. We ask the Congress to provide funds for the Corps of Engineers to continue Preconstruction Engineering and Design on Sand Lake in northeastern Oklahoma. This work should not be forsaken for imagined difficulties in future land acquisition.

We appreciate the concern the Subcommittee has shown in the past regarding a drastic reduction in funding of water resource development in this country. We support and encourage continued water resource development to ensure America's future growth and prosperity.

Section 1121 of the Water Resources Development Act of 1986 amended the Water Resources Research Act by adding a new title, "Ogallala Aquifer Research and Development" program. The purpose of the program is to provide the mechanism to implement the recommendations of the

Ogallala Aquifer Regional Study, which was funded by Congress in 1976 and completed in 1982.

The new legislation established provisions for a High Plains Study Council and authorized comprehensive research and development programs designed to provide improved economic security through innovative and efficient management of groundwater resources in the Ogallala Region. Although the program was authorized in 1986, funds for its implementation have not been appropriated.

The impacted states of Colorado, Kansas, Nebraska, New Mexico, Oklahoma, South Dakota, Texas and Wyoming agreed to pursue funding, thus the High Plains Study Council was formed, as stipulated by the 1986 Act, in the Spring of 1989.

We strongly support funding of the Ogallala research and development program as a means to increase the value of farming and net returns to farmers, while extending the economic life of a valuable resource.

Studies on the feasibility of reconstructing existing Arkansas River levees are one of the major work efforts being conducted in accordance with the cost-sharing agreement for the Arkansas River Basin, Arkansas and Oklahoma, Feasibility Study.

During the course of the study, the Corps of Engineers Headquarters unilaterally implemented a policy declaring that there is no federal interest in the rehabilitation or reconstruction of existing levees (except under extremely special conditions). Headquarters' justification for this change in policy is that Title I of the Water Resources Development Act (WRDA) of 1986 requires that the cost of operation, maintenance, replacement and rehabilitation be borne by the non-federal sponsor. Thus, Corps Headquarters is attempting to retroactively apply the provisions of the 1986 Act onto previously entered into agreements (Circa 1940) between the Corps of Engineers and the local levee districts. In actuality, the agreements provided for non-federal operation and maintenance (O&M) responsibilities only. Based on the provisions of their original agreements with the Corps of Engineers, the local levee districts understandably have only budgeted for O&M expenses -- no major rehabilitation and replacement costs. Although maintenance is continuing, the reconstruction required for the levees exceeds the financial capabilities of the local levee districts.

The provisions of the WRDA of 1986 should not be applied retroactively to projects cost shared under prior laws and previous agreements.

We want to again express our great concern over the issue of cost-sharing requirements to be implemented in the Planning Assistance to States program (Section 22 of the 1974 Water Resources Development Act and the Flood Plain Management Services program, Section 206 of the R&H and FCA of 1960). As stated in last year's testimony, we strongly oppose cost sharing for these service programs. Cost-sharing could result in much needed information not being made available to State water resource planning efforts. Our committee believes that the costs of administering a cost-sharing program would more than offset

the savings.

Finally, Mr. Chairman, we want to take this opportunity to recognize the passing of one of our colleagues, Col. E. L. Morris, Ret. The long years of effort and dedication by Col. Morris, and his appearance before this distinguished Committee on behalf of the Arkansas River Basin Development, will be greatly missed.

We thank the distinguished Committee for the opportunity to present our views of Fiscal Year 1991 requirements for water resource development in Oklahoma

FISCAL YEAR 1991

OKLAHOMA - - Recommendations in Addition to the President's Budget

	Project:	Funds Requested to:
1.	Arkansas Basin Chloride Control Project	Continue Advanced Engineering and Design
2.	Arkansas-Red River Basin Solar Energy Investigations	Continue Study
3.	Big and Little Sallisaw Creek Navigation Project	Initiate Construction
4.	Candy Lake	Continue Construction
5.	Sand Lake	Continue Advanced Engineering and Design
6.	Pryor, OK, Navigation	Initiate Reconnaissance Study
7.	Kaw Dam to Keystone Lake Bank Stabilization	Initiate Reconnaissance Study

We also urge the Congress provide funds to the Bureau of Reclamation sufficient to continue the Northwest Oklahoma Study and the Cimarron Basin Study.

Mr. BEVILL. The Chair recognizes Mr. Gieringer. We are pleased to have you with us.

Mr. GIERINGER. Mr. Chairman, thank you very much. It was nice to be back with you again. Madam Boggs, the Interstate Committee represents the States of Arkansas, Oklahoma, Kansas, Colorado, and Missouri, and basically we have been appointed by the governors of our respective states to speak on water resource matters.

With me today are, Tommy Tompson, Chairman of the Colorado Committee. Tommy, would you stand, please.

Mr. BEVILL. Pleased to have you here.

Mr. GIERINGER. Harold Scoggins of the Oklahoma Committee.

Mr. BEVILL. Pleased to have you.

Mr. GIERINGER. Arthur Woodman, the Kansas Committee, and also Barry McKuin, who is Chairman of the Arkansas River Basin Coalition for Montgomery Point Lock and Dam. We have been asked, and we are summarizing our testimony, if you would, sir, with focus on one crucial point, and that point is Montgomery Point Lock and Dam and a problem that we have on the Arkansas River, which I think you are familiar with, but we would like to review briefly with you.

As you are aware, this $1.3 million Federal project has resulted in about $3.5 million in private investments and 53,000 new jobs. The Arkansas River Navigation System is really comprised of four rivers. You have the Verdigris, the Arkansas, the Arkansas Post Canal and then the White River that enters into the Mississippi.

The problem that we continue to have, and we have been having since 1980, is that the Mississippi River has low water levels that are lower than anticipated when the McClellan-Kerr was authorized by Congress. Basically, the Corps has done such a good job on the Mississippi that it is moving more water at a lower level than was anticipated.

When the Congress authorized the navigation system, back in 1946, the Corps planned to build a lock and dam at Mile 0.5, a half mile up from the Mississippi. At that time projections for low water levels on the Mississippi were such that it was deemed that this was not necessary.

The Corps did not build the lock and dam. At that time, in fact, they were expecting that 110 MSL was the lowest the Mississippi would go. Since that time the effectiveness of the Mississippi has been such that the Corps is now projecting that the low water level for the Mississippi will get down to an elevation of 95 MSL.

That is 15 feet below what was originally anticipated, and, Mr. Chairman, that is two feet below the concrete sill that supports the first lock and dam. The effect is very clear. It is very easy to see. Tows, even empty tows, are going to be sitting on the bottom of the river with no water to navigate, and the system will be closed.

We have, in the last eight years, in fact since 1980, experienced several instances of low water on the Mississippi, which has caused great restrictions in transportation on the Arkansas. It is raining approximately 42 days a year. Last Christmas, the Arkansas River was effectively closed to transportation for over a week due to low water on the Mississippi resulting in the inability to get to the first lock and dam.

That is basically what the problem is. The solution is one that the Corps of Engineers has developed over the last several years with experiments at the waterways, experiments station model tests and so forth, and they are telling us that there is only one feasible solution now to this continuing and ongoing problem on the Arkansas.

That is to build the lock and dam that the Congress—that was in the bill that the Congress originally authorized back in 1946 at Mile 0.5, and that is called Montgomery Point Lock and Dam. The integrity of the whole system is at threat.

Actually, the life and death of the system is really what is at stake today. The thousands of jobs, the billion three in federal investment, and the three billion dollars estimated in private investment.

We sincerely appreciate what you and this committee have done in recent years, your foresight and your wisdom to help water resource projects and providing solutions to water resource projects. The proposed lock and dam was in the original project. Thanks to congressional insistence, existence, the construction authority for the Arkansas River Navigation System has remained open.

The future of the system is threatened, and we respectfully request action by you and your colleagues leading to the appropriation of funds for land acquisition this year which would initiate construction of Montgomery Point Lock and Dam.

We thank you very much for your helpfulness, your assistance, your attention. If you have any questions, we would be pleased to try to respond to them.

Mr. BEVILL. Thank you for a very fine statement. We will certainly be working with Mike and Beryl, our good friends and colleagues here, to do everything possible to comply with your request.

Mr. GIERINGER. Thank you very much, sir.

Mr. SYNAR. Thank you, Mr. Chairman.

TUESDAY, MARCH 27, 1990.

BUENA VISTA AND ROANOKE PROJECTS, VA

WITNESS

HON. JIM OLIN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF VIRGINIA

Mr. BEVILL. Next we have here our good friend and colleague, Congressman Jim Olin, of Virginia. We will be glad to hear from you, Jim. Your prepared statement will be made a part of the record.

Mr. OLIN. Thank you very much, Mr. Chairman.

I appreciate the opportunity to testify before this committee again about two flood control projects in my district of Virginia—Roanoke and Buena Vista.

Last year this committee appropriated money for both of these projects, and I appreciate that. I am here today to simply ask you to continue the funding for these two projects so they can continue to move toward completion.

My testimony will be quite short, but I think you're acquainted with the projects. I will first start with the Roanoke Flood Control Project. Last year this committee provided money for a new construction start for this project, and that is going to happen in August of this year.

We are just days away from finishing up the local cooperative agreement, and the city is moving toward land acquisition, and everything is on schedule.

The President's budget includes $2.3 million for this project for construction to continue in 1991, and I am just asking you if you would see fit to appropriate that amount of money that the President put in his budget if that is possible.

Now, the City of Buena Vista, that is a very small city, as you may recall. It isn't as far along as Roanoke, but we have done a lot of work on that in the last year, and we need to keep that going. The Corps of Engineers is currently working on the Chief's Report, and we hope to have that in June.

I have asked the Public Works and Transportation Subcommittee on Water Resources to authorize $53 million for this project for construction in the bill that they are working on this year.

The present authorization isn't quite enough to cover the anticipated cost. As I told the committee last year, the Corps has always been a little concerned about the City of Buena Vista being able to afford its share of the project. I am very happy to report that the Commonwealth of Virginia, in its biennial budget that it passed just two weeks ago, includes language that authorizes the Governor to release $525,000 to help Buena Vista pay its local share.

That is the first time that Virginia has appropriated general fund money of the state toward a local flood control project. I think that is a very good sign. The Governor has agreed that he will release that money. He is authorized to do that as soon as the federal share for the work next year is appropriated.

I have a lot of confidence that year by year we are going to continue to get whatever assistance Buena Vista is going to need so that it can finally come up with the amount of money that the local share requires. The Corps is now convinced of that, so they are continuing work. We are now ready to begin the preconstruction engineering design.

The President's budget includes $600,000 to start this work, but that really isn't enough. They want to do more next year. The Corps says that it can spend and needs to spend $1,695,000 on the project for fiscal year 1991 if they can get the money.

Mr. Chairman, the importance here is that if they can't get more than $600,000, then this project is going to go on the slow track. It really needs to stay on as fast a track as we can get it because, as you may recall, the floods that this city has experienced have just about wrecked its economy.

If they have another flood, it is going to wipe that city out, and I am really asking this committee if there is any possible way that you can provide the $1,695,000 requested, then we can keep this on the fast track, and this city can be saved, and it is well worth doing that.

The two Virginia Senators, Senator Robb and Senator Warner, will be requesting the same amounts of money on the Senate side that I have mentioned here.

Mr. Chairman, that is my story. I am willing to answer any questions.

[The statement of Hon. Jim Olin follows:]

TESTIMONY OF CONGRESSMAN JIM OLIN

BEFORE THE SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

COMMITTEE ON APPROPRIATIONS

TUESDAY, MARCH 27, 1990

Mr. Chairman, I'm glad to be here again to testify before your committee about two flood control projects in my district - Roanoke and Buena Vista. Last year this committee appropriated money for both of these projects and I appreciate that. I'm here today to ask you to continue to fund each project so we can keep working on them.

I'll start with the Roanoke flood control project. Last year, this committee provided money for a new construction start for this project and that's going to happen in late August. We're just days away from finishing up the local cooperative agreement, the city is moving toward land acquisition and everything is on schedule. The President's budget includes $2.3 million to continue construction and I'm asking you to appropriate that money.

Now, the Buena Vista project isn't as far along but we've done a lot of work on this in the last year and we need to keep it going.

The Corps of Engineers is working on the Chief's report and we expect to have it ready in June. I've asked the Public Works and Transportation Subcommittee on Water Resources to authorize $53 million for construction of the project in the bill they're working on this year.

As I told this committee last year, the Corps has always been concerned that the city won't be able to afford its share of the project. I'm happy to report that Virginia's biennial budget, passed just two weeks

ago, includes language that authorizes the governor to release $525,000 to help Buena Vista pay its share of the project. The governor has agreed to do this if additional federal funds are appropriated for this project.

So now we're ready to begin preconstruction engineering and design. The President's budget includes $600,000 to start this work but that's just not enough. The Corps says it can spend $1,695,000 on this project in fiscal year 1991 if they have the money.

Mr. Chairman, this project is too important to me and to the City of Buena Vista to allow it to poke along on a "slow track". This project must be built as soon as possible. Without flood protection, another flood will devastate Buena Vista. So, I'm asking this committee to appropriate $1,695,000 in F.Y. '91. This will enable the Corps to get as much work done as possible. With your continued assistance, this project can be built and the city saved.

The Virginia Senators will be requesting the same amount of money for both projects from the Senate committee.

Thank you, Mr. Chairman; I'll be happy to answer any questions.

Mr. BEVILL. Thank you for your fine testimony. You know we will certainly work with you and do the best we can.

Mr. OLIN. You have been very kind so far. I appreciate that.

TUESDAY, MARCH 27, 1990.

FLOODPLAIN MANAGEMENT SERVICES AND PLANNING ASSISTANCE TO STATES

WITNESS

REBECCA Q. HUGHES, ASSOCIATION OF STATE FLOODPLAIN MANAGERS, INC.

Mr. BEVILL. Next we have Ms. Rebecca Hughes of the Association of State Floodplain Managers, Incorporated. Ms. Hughes, we are pleased to have you with us. You may proceed as you wish.

Ms. HUGHES. Thank you, Mr. Chairman.

Mrs. Boggs, it is nice to see you again. I am Rebecca Hughes. I am Chief of the Floodplain Management Plan Program for the State of Maryland.

I am here today on behalf of the Association of State Flood Plain Managers to express our opposition to cost sharing requirements proposed for Floodplain Management Services and Section 22 Planning Assistance to States which are part of the Corps of Engineers' budget.

The Association is the only national organization of state and local officials responsible for managing flood-prone areas and helping with cleanup efforts after the water recedes. We work daily to identify problems, to develop approaches from land management of problem areas, to mitigate existing flood hazards, and to prevent future risk to public safety.

Annually, it is estimated that over $5 billion in property damage is caused by floods of all sizes. We frequently hear about the big ones, like Hurricane Hugo and certainly the deluge that has hit many States in the South recently, but we also have the small, intense thunder storms that only make the evening news.

Despite long-term efforts of state and federal governments, floods continue to affect large numbers of people. The most effective floodplain management effort is when a property owner decides to avoid the hazardous area.

Unfortunately, the benefits of such a decision never show up on anyone's balance sheet. It is very hard to calculate those benefits. We are very concerned with continued efforts to require cost-sharing of what is recognized as a very effective program to reduce and avoid flood-related problems, and that is the FPMS and section 22.

The FPMS Program provides a variety of technical assistance to citizens, businesses, industries, small towns, cities, and States. Much of its success is immeasurable since it leads to damages and dollars avoided. Therefore, it is difficult to accept a programmatic decision that seems to be based only on dollars, yet that is what we feel is happening with FPMS. The Corps responds to nearly 90,000 requests for help.

Many of them are simple phone calls from citizens asking for readily available data in order to make informed decisions. Many requests also come from lenders and insurance agents who are trying to ascertain if flood insurance is or is not required on a property.

The Floodplain Management Services Program conducts several efforts that are also vital to public safety. We have all heard about the incredible success of evacuation efforts in South Carolina before Hurricane Hugo. High on the list of those responsible for that success is the Corps. The hurricane evacuation study for the Charleston and South Carolina Coast was managed by the Corps of Engineers under FPMS.

Similar studies have been conducted or are in progress in other parts of the nation. Certainly, there is a wonderful study for the New Orleans area and the one for my State and the Chesapeake Bay and the Atlantic coast area is ending hopefully this year.

In the last few years, the Floodplain Management Program has been used to undertake a number of study and design efforts for flood warning systems that are used to warn of pending flash floods.

These are the furious short-term events that cause some unexpected and unnecessary deaths. Louisiana has quite a number of communities participating in the Flood Insurance Program. Nearly one-third of them do not have floodplain elevations. They look to the Corps on a daily basis to provide as much information as possible.

I tried to call my colleague in Alabama to find out how they use the Corps' services, but as you can imagine, he is very busy with post disaster work in the areas we saw so vividly last week. Those communities that were very badly hit have the opportunity to request help from the Corps, but consider their despair, if they are told that the state-of-the-art expertise is waiting but all they have to do is pay for it.

It is a bad time to make them come up with money. Let me speak for a moment on another aspect of cost-sharing. Budgeted funds for FPMS pay for Corps salaries. If we have to contribute, then we are paying for Federal salaries. One aspect of this is it puts the Corps in the posture of competing with private engineering firms for limited local and state dollars.

We believe this is inappropriate. Cost-sharing will have at least three overwhelming and unfortunate consequences. The Floodplain Management Services Program will be less efficient because extra work will be required to negotiate with state and locals to collect and to process charges for services.

FPMS will be less responsive because so much time will be spent on the administrative part of the program. The real work won't get done or it will have to wait. Floodplain Management Services will be less effective. Efforts will be directed to the few communities that may have money and those perhaps with the greatest need will go without.

Sustaining cost-sharing, we believe, will overwhelm the legislative objectives of the program and the nation will end up with more developments susceptible to flooding and damage.

We urge a removal of the cost-sharing requirement for floodplain management services and a related program, planning assistance to states, which is addressed in our written testimony, but I have chosen to focus on the Floodplain Program today.

If you have any questions, I will be pleased to respond to them now.

Mr. BEVILL. Mrs. Boggs, do you have any questions?

Mrs. BOGGS. No, Mr. Chairman, but I would like to state for the record that I have worked with this organization and with the witness on several occasions on large and small projects and on thoughts and plans, as well as direct help to affected communities, and I think the Congress would do well to listen to the advice given by this organization from this witness.

I thank you.

Ms. HUGHES. Thank you.

Mr. BEVILL. Thank you for your fine presentation.

We will certainly work with you the best we can.

Ms. HUGHES. Thank you.

Mr. BEVILL. The committee now stands adjourned until 2 o'clock.

[The statement of Mrs. Hughes follows:]

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WITNESS LIST

Energy And Water Development Subcommittee

March 27, 1990

Witness for the

Association of State Floodplain Managers, Inc.

Rebecca Q. Hughes
Member, State of Maryland
ASFPM Legislative Officer

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TESTIMONY

of the

ASSOCIATION OF STATE FLOODPLAIN MANAGERS

before the

U.S. HOUSE OF REPRESENTATIVES

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

of the

COMMITTEE ON APPROPRIATIONS

March 27, 1990

U.S. ARMY CORPS OF ENGINEERS : FY91 APPROPRIATIONS

TESTIMONY OF THE ASSOCIATION OF STATE FLOODPLAIN MANAGERS

U.S. ARMY CORPS OF ENGINEERS APPROPRIATIONS: FY'91

MARCH 1990

The Association of State Floodplain Managers is the only national organization of state and local officials responsible for managing flood-prone areas. We represent the state and local agencies that work to reduce and prevent flood damage.

In an average year, floods kill 150 people and cost the Nation over $5 billion in property damage. Floods have been and continue to be a tremendous burden to taxpayers. The federal government alone spends over $1 billion each year in disaster assistance, subsidized flood insurance, and flood control projects. Fifty years of experience with federal floodplain programs have shown that the best way to prevent and reduce flood losses and to minimize federal expenditures is to have effective state and local programs.

Two elements in the FY'91 U.S. Army Corps of Engineers' appropriations deserve special attention: Floodplain Management Services Program and Section 22 Planning Assistance to States. For a relatively small federal expenditure these programs will result in very large federal savings through the prevention or reduction of damage and death due to floods and through rational water resources management planning.

The Association of State Floodplain Managers supports:

1. Elimination of the proposed cost sharing and the restoration of funding to the $10 million level for the Floodplain Management Services Program (FPMS).

2. Elimination of the proposed cost sharing and restoration of funding to the $5 million level for the Planning Assistance to States Program (Section 22 of the Water Resources Development Act).

The Cost Sharing Issue

In the FY'90 budget the Administration recommended reduction in FPMS funding to $5 million. This was to be paired with a requirement for 50/50 cost sharing on the theory that it should be in a $10 million program. Congress recognized the value of these reconnaissance level efforts, and removed the cost sharing proposal to continue these high priority services at full federal cost. This year, the Administration proposes phased cost sharing with a 10%, 30%, and 50% match required for FY'91, FY'92, and FY'93, respectively.

The Floodplain Management Services and the Planning Assistance to States programs are not grant programs that fund state staff, as is the case with many other cost shared programs. Funds are used for salaries of Corps staff. State and local funds should not be used to pay the salaries of federal employees. That makes it look as if the federal government is in competition with consulting engineering firms, which is not the case.

Activities under these programs are already partnerships. State and local governments already pick up the lion's share of the costs of administering nonstructural flood hazard reduction and resource planning efforts. Some state programs have budgets around a million dollars, yet they are still inadequate for demand. State funds are used to develop and administer state standards to assist local communities to adopt and administer regulations, and to train state and local staffs.

Over the years, a strong federal/state/local partnership has been carefully forged to pool ALL available resources in addressing the Nation's ever increasing property losses and the threats to life, health and safety. Each level of government must do its part, building on their respective strengths. A key strength of the federal government resides in the technical expertise of the Corps of Engineers. The federal partnership role should be to use that expertise to meet federal objectives: to assist citizens, locals and states who are working to guide development to avoid the risks of flooding and to reduce risks to existing, susceptible structures. Simply because these programs may also meet some state and local objectives does not mean that a cost sharing requirement makes sense.

We strongly urge Congress to continue the commitment to shoulder the federal portion of the partnership effort to reduce flood losses in the Nation, and to promote comprehensive water resource planning incorporating multiple objectives of flood control, water supply, etc.

Floodplain Management Services Program

The Corps of Engineers' Floodplain Management Services staff responds to requests for assistance from state and local officials, citizens, and the private sector in order to promote prudent floodplain development. The program is unique and most helpful for reducing future federal costs for disaster assistance and recovery. It responds on short notice to day-to-day problems through a nationwide network of District offices. Its skilled engineers and planners provide the latest technical information on a variety of flood protection and avoidance measures.

The Corps is responding to nearly 90,000 requests for assistance each year. Most of these responses provide information on a site's flood hazard and guidance on how best to prevent or reduce flood damages or other negative impacts to the natural and beneficial values of floodplains, including wetlands. States and communities without expertise also request help to prepare and implement flood warning, evacuation and flood hazard mitigation.

The benefits of this program greatly outweigh the costs. Fifteen minutes of technical advice to a property owner can result in measures that prevent thousands of dollars in flood damage. A day spent with a local official to develop better floodplain regulations or to critique a flood evacuation plan can result in hundreds of thousands of dollars in flood protection. The more property owners and local officials are helped and encouraged, the less they will need federal disaster assistance or federally funded flood control projects. Cost sharing proposed to implement the "beneficiary pay principle". The federal treasury is, by far, the key beneficiary of the FPMS Program.

Floodplain Management Services is budgeted as a line item under "General Investigation, Collection and Study of Basic Data". Unlike other Corps' line items, there is no relatively simple or straight forward way to collect payments from such a large and diverse constituency. In many cases, the costs of collecting would be even more than the cost of providing the services outright.

Unless full funding is restored and cost sharing eliminated, the Corps will have to cut other types of assistance. Hurricane evacuation studies along the entire East and Gulf Coasts, flood hazard studies along the Great Lakes, and flood warning studies in flash flood areas, are among critically needed efforts that will suffer.

Because cost sharing for these programs makes no sense, we can expect little or no participation from state and local governments or the private sector, particularly individuals. As a result, Corps services will be cut to almost nothing and even services to those few with the ability to cost share will be reduced. This will mean:

* virtually all of the requests for floodplain information and assistance to build safer structures will go unanswered;
* billions of dollars worth of new construction may be inadequately protected from flooding;
* flood damage will increase, as will federal, state and local disaster and recovery costs;
* hurricane evacuation studies will be delayed or dropped, putting millions of citizens at risk;
* acquiring flood data on the Great Lakes will be delayed;
* people will continue to live at great risk to flash floods.

<u>Recommendation:</u> Because of the need for the Corps' Floodplain Management Services and the relatively small cost to the federal budget compared to the benefits gained, we strongly urge:

1. that Congress eliminate the proposed cost sharing; and

2. that Congress restore funding in the FY'91 budget to $10 million.

Planning Assistance to States Program

The Planning Assistance to States Program, authorized by Section 22 of the Water Resources Development Act of 1974, is budgeted under "Cooperation with other Federal Agencies, States and non-Federal Interests" for $4,500,000. This program uses Corps staff and expertise to encourage and promote broad, statewide comprehensive water resources planning, to avoid duplication of federal/state efforts, and to achieve federal and state goals. Assistance encompasses the full array of planning methodologies embodied in the development of comprehensive multi-objective water resource projects and related areas for which the Corps has planning expertise. Section 22 provides assistance that supports and supplements state efforts and which, in many cases, becomes an integral part of the state's overall plan. Assistance is provided without cost as an incentive for the states to take action to resolve identified water resource problems such as flood control, water supply, etc. In recent years, the Corps has provided assistance annually to all states and all U.S. Territories.

Like the Floodplain Management Services Program, funding for the Section 22 Program is also used to pay the salaries of Corps staff. As water resource regulation, protection and enforcement programs become more complex, and as more and more development pressure is brought to bear on our limited water resources, the need to develop comprehensive plans for the Nation's water resources increases.

State funds for these activities are fully committed to undertaking the state role in water resource protection. Few if any states are likely to provide funds to pay the salaries of federal agencies, especially when the states perceive there is a legitimate federal role that should and must be appropriately funded by Congress.

Recommendation: Because of the legitimate federal role and need for programs in the vital area of water resource planning, we urge:

1. that Congress eliminate the proposed cost sharing; and

2. that Congress restore funding to $5 million in the FY'91 budget.

If there are any questions or comments on this testimony, please call Larry A. Larson, Executive Director of the Association of State Floodplain Managers, at (608) 266-1926.

TUESDAY, MARCH 27, 1990.

LOWER MISSISSIPPI VALLEY FLOOD CONTROL ASSOCIATION

WITNESSES

GEORGE C. GRUGETT, EXECUTIVE VICE PRESIDENT, LOWER MISSISSIPPI VALLEY FLOOD CONTROL ASSOCIATION

T.M. SIMMONS, CHAIRMAN, EXECUTIVE COMMITTEE, LOWER MISSISSIPPI VALLEY FLOOD CONTROL ASSOCIATION, PRESIDENT, YAZOO-MISSISSIPPI DELTA LEVEE BOARD

CURTIS PATTERSON, MEMBER, EXECUTIVE COMMITTEE, LOWER MISSISSIPPI VALLEY FLOOD CONTROL ASSOCIATION: ASSISTANT CHIEF ENGINEER, FLOOD CONTROL AND WATER MANAGEMENT, LOUISIANA DEPARTMENT OF TRANSPORTATION

RONALD BESSON, MEMBER, EXECUTIVE COMMITTEE, LOWER MISSISSIPPI VALLEY FLOOD CONTROL ASSOCIATION: PRESIDENT, WEST JEFFERSON LEVEE DISTRICT

DAVID SOLOMON, MEMBER, EXECUTIVE COMMITTEE, LOWER MISSISSIPPI VALLEY FLOOD CONTROL ASSOCIATION: PRESIDENT, WHITE RIVER DRAINAGE DISTRICT

Mr. BEVILL. The committee will come to order. First, we have the Lower Mississippi Valley Flood Control Association. Mr. George Grugett, we will be glad to hear from you. I might mention that when Members of Congress come in, we will let them testify and let them go on to their own work.

Your full statements will be made a part of the record.

Mr. GRUGETT. Thank you Mr. Chairman, very much. In fact I would like, if I may, sir, to start off by wishing you Happy Birthday.

Mr. BEVILL. That is a good start.

Mr. GRUGETT. The Lower Mississippi Valley Flood Association has served the people in the valley for the past 55 years. During those years we have appeared here before the subcommittee in support of the Mississippi River and Tributaries project that was authorized in 1928. I do not need to tell the distinguished members of this committee how much good that project has done.

If I may, sir, it is my pleasure to introduce our speakers, all of whom are from our executive committee. First will be Mr. Mark Simmons from Belson, Mississippi. He will be followed by Mr. Ron Besson from the left bank at Marrero, Louisiana. And then Mr. Curtis Patterson from Baton Rouge, Louisiana and last, Mr. David Solomon from Helena, Arkansas.

If I may, I will ask Mr. Simmons to start.

Mr. SIMMONS. Mr. Chairman, distinguished Members of the committee, my name is Mark Simmons. I am the President of the Yazoo-Mississippi Delta Levee District of Clarksdale, Mississippi. I am also the Chairman of the Executive Committee of the Lower Mississippi Valley Flood Control Association and I appear here as spokesman for that association to present their views on the fiscal year 1991 budget for the Mississippi River and Tributaries Project. I will present several items of general interest to all our membership and then call on others of our group to testify concerning specific items. Mr. Chairman, I assure you we will be as brief as possi-

ble. I have submitted a more detailed statement that I request be made a part of the record.

Most of you are familiar with the objectives of our association so I will not repeat them. The ten individuals who are elected by their neighbors to serve on the executive committee that manages and directs the policies established by the association very closely examined the budget request for the Mississippi River and Tributaries Project for fiscal year 1991 and there are several items of concern that we desire to discuss with this committee.

A principal objective is a comprehensive multistate project that was established by law to solve a national problem. We know all too well that we must complete the entire project before the people in the valley can be safe from the devastating flood waters coming down from over 40 percent of this Nation. We come before you today in support of the budget, fully cognizant of the Federal deficit and the necessity to slow the growth of Federal spending. For these reasons we are very hesitant to ask this committee for increases in the budget amount, but we see several problems, and we believe it is imperative that we discuss these with you.

During our examination of this year's budget, it was immediately obvious that no funding was indicated for five very vital flood control projects that were funded in last year's budget. Those five flood control projects have been supported and testified to for several years by this association. The five projects I refer to are the Harris Fork Creek in Kentucky and Tennessee and four projects in Arkansas: West Memphis, Eight Mile Creek near Paragould, the Cache River Basin, and the L'Anguille River Basin.

This committee and the entire Congress have also strongly supported these five projects in the past by appropriating over $20 million for the planning and construction of these much needed projects.

There are other omissions from this budget, including the Mississippi and Louisiana estuarine areas, Mud Lake Pumping Station in Tennessee, West Kentucky Tributaries, St. John's Bayou and New Madrid Floodway in Missouri, Horn Lake Creek, the Yazoo Backwater Pumping Plant in Mississippi, and others. All of these projects have been supported by this association and by the Congress.

The delays in planning and construction of these flood control projects are contrary to our sincere belief that the best economic approach is to complete the Mississippi River and Tributaries Project as soon as possible to avoid the increased costs that are likely to occur but also to protect the tremendous amount of Federal and local funds already invested in the project. Most important of all, the real benefits of this project are the reduction in human suffering, the improved health and well being of the citizens of the Lower Valley, and the economic development of agriculture and industry in the States we represent and to the Nation as a whole. All of the approved methods known to us for making economic and environmental project analyses fall far short of fully evaluating these human needs.

When we examine the Corps of Engineers' document, we note that almost without exception the reason given for not requesting funding in the budget or stating a capability for the omitted

projects that I have listed is "lack of local cooperation." Mr. Chairman and Members of this Committee, that is most disturbing. This large turn out and the capacity crowds from the Lower Mississippi Valley that have appeared before the Congress for over 60 years make the term "lack of local cooperation" without merit. A more correct and proper phrase would be "inability to pay under present cost-sharing criteria."

Unfortunately the executive department is still operating under the false assumption that even the poorest communities and states can afford at least 25 percent of the cost of these projects. Mr. Chairman, we are here today representing those poorest communities and states, and we think no better proof of the fallacy of that assumption is needed than the fact that almost three and one-half years after the passage of the Water Resources Development Act of 1986 not one single local cooperation agreement for a flood control project in the Mississippi River and Tributaries area has been signed. However, there is great need for flood control work in the Lower Mississippi Valley.

This association has accepted the concept of cost sharing and the local people have for many, many years met their requirements and done their share. We cannot agree with the executive department's criteria for the ability to pay and we do not believe it meets the full intent of the Congress.

Back to our review of the budget. I would like to discuss next the reformulation study of the Yazoo Basin Project in my home State of Mississippi. This reformulation study is budgeted in fiscal year 1981 for $5.9 million. We are informed by the Corps of Engineers that this study will require several years and cost several million dollars to complete. Mr. Chairman and Members of this committee, the Lower Mississippi Valley Flood Control Association has for all these years subscribed to the belief that any major decision, be it water resources or whatever, should be made in the open forum of the Congress. This arrangement has served this country well over the years and we do not believe that it should change now or ever.

We are not aware that any Member of the Congress has requested that the Yazoo Basin Project be reformulated. The Yazoo Basin Project was congressionally authorized in 1936 and has been amended and modified by the Congress 10 times since 1936. If the Congress considers that the project needs to be reformulated, amended and/or modified, we would like to go on record as supporting such an effort but would request the following considerations:

First, any delay to the project will deny the residents of the Yazoo Basin the benefits that will certainly accrue on completion of the authorized work; at the same time subjecting them to the health endangering and the economically devastating flooding that they are even now experiencing, therefore, we request that the study be completed as rapidly as possible.

Second, we notice that the Corps of Engineers in Vicksburg has been directed to reformulate the unconstructed features of the Yazoo Basin Project to evaluate alternative plans for the following: one, greater levels of flood protection for urban areas; two, reduced levels of agricultural intensification; and three, reduced adverse impacts on the environment.

This association is in full agreement to provide greater levels of flood protection for urban areas and would only request that the study not be restrictive as to the size and definition of urban areas and include the small agricultural communities such as Tutwiler, Mississippi, and others that experience flood problems each year.

We cannot agree that this study should consider reduced levels of agricultural intensification. We are aware that agriculture has long been the mainstay of the Delta economy and there is no question that agriculture in the Lower Mississippi and Yazoo Basin Deltas has made an important contribution to the economic well-being of the region and the Nation. Without agricultural commodities for export, our trade deficit would be even higher.

The greatest asset we have in the Lower Mississippi Valley is our rich, fertile soil. This asset is of very little value unless we can control the flood waters coming from as far away as New York in the east and Montana in the west. To in any way reduce the flood protection authorized in the Yazoo Basin Project would be counter-productive and indicate lack of foresight. We do not feel that the study should examine reducing agricultural flood protection but should instead search for more effective methods of protecting our greatest asset that would be both economically sound and environmentally acceptable.

We agree completely that the study should examine ways to reduce any adverse impacts on the environment. We also believe that the study should not be limited here but should examine, identify and recommend practicable and sensible ways to enhance the environment. We subscribe to the belief that one way to enhance the environment is to insure that all people are able to live in a safe and wholesome atmosphere every day of their lives.

We note with interest the much larger than usual budget amount for the Channel Improvement project. In fact the $109,875,000 in this budget is by far the largest amount for this work that we can recall seeing.

Today we are supporting this budget amount for the Channel Improvement program on the Mississippi River. Within this item are included the funds for the revetment and dike programs and navigation improvements.

In large measure, this item can be a key to better economic conditions in the Valley. The revetment program, by arresting the river's meanderings, will prevent the river from encroaching on the levees, thereby largely eliminating the annual sacrifice of large acreages of fertile land to river erosion. The dike program restricts the channel width so as to produce a single efficient channel for navigation. Together this program is intended to assure a stable 12 foot channel from Baton Rouge, Louisiana to Cairo, Illinois that was authorized on December 22, 1944. We hope that this increase in channel improvement funds will hasten the completion of this 12 foot channel in order that the Lower Mississippi Valley and the nation can realize the economic benefits that the deeper channel will bring.

I would like next to discuss the Mississippi River Levees item for which the budget has allowed $20.3 million. These levees are our principal line of defense, stretching intermittently along both banks of nearly 1,000 miles of river and protecting some 28,000

square miles of alluvial valley. Our principal concerns now are the raising of the grade of the levees in the southern part of the valley and with the integrity of all the levees. Many miles of these levees are on poor foundations and the available materials with which they were built are far from desirable. Seepage, both though and under the levees, is a problem in times of high water and could lead to disaster in the form of foundation or structural failure in times of great flood. We believe that progress on this program and the raising of the levees where required is absolutely essential and this work must be pursued with utmost haste, and we support the budget amount of $20.3 million.

Another item in the budget that always deserves special consideration is the Atchafalaya Basin in Louisiana. In times of flooding, about one-half of the flow through the Mississippi River can be diverted through the Atchafalaya. This must be done for the protection of the vital areas on the lower river including the cities of Baton Rouge and New Orleans. Since the Corps of Engineers have expressed no additional capability for this item, we support and request the amount of $32 million as shown in the President's budget.

We are well aware of the ever increasing demand on your time and the many complex and controversial problems that now confront the Congress. With that in mind I will not at this time discuss other items in the budget but they will, I believe, be covered either by our other speakers or by written statements submitted for the record.

I do want to inform this committee that our association sees big problems with the wetlands issue, particularly with the current Memorandum of Agreement between the Corps of Engineers and the Environmental Protection Agency and the non-legislative definition of wetlands that ignores the needs of our rural communities and we feel also ignores congressional intent. If it was the intent of the executive department to shut down our farmers with these two documents, then they have done an excellent job.

In closing, I would like to emphasize our belief that the public works projects with proven merit, such as the Mississippi River and Tributaries Project, should not be viewed as a drain on the federal budget, but as investment that will return to the taxpayers of this country a very generous return. We believe that decreased spending in proven projects will contribute to the economic problems that we now have and will in no way help in solving them. The economics related to water transportation and the importance of flood protection of our agricultural and industrial interests in the lower valley are of extreme importance.

We wish to express to the Members of the committee our appreciation for this opportunity to appear before you and for the sympathetic consideration you have given our requests in the past.

Mr. BEVILL. Thank you.

[The statement of T.M. Simmons follows:]

STATEMENT OF T. M. SIMMONS

PRESIDENT, YAZOO-MISSISSIPPI DELTA LEVE BOARD
CLARKSDALE, MISSISSIPPI

AND

CHAIRMAN, EXECUTIVE COMMITTEE
LOWER MISSISSIPPI VALLEY FLOOD CONTROL ASSOCIATION

GENERAL SPOKESMAN

ON BEHALF OF APPROPRIATIONS FOR FLOOD CONTROL,
MISSISSIPPI RIVER AND TRIBUTARIES PROJECT
REQUESTING FISCAL YEAR 1991 APPROPRIATION

IN THE AMOUNT OF $ 334,500,000

STATEMENT

BY

MR. T. M. SIMMONS

GENERAL SPOKESMAN FOR THE

LOWER MISSISSIPPI VALLEY FLOOD CONTROL ASSOCIATION

Mr. Chairman and distinguished members of the committee, my name is Mark Simmons. I am the President of the Yazoo-Mississippi Delta Levee District of Clarksdale, Mississippi. I am also the Chairman of the Executive Committee of the Lower Mississippi Valley Flood Control Association and I appear here as Spokesman for that Association to present their views on the Fiscal Year 1991 Budget for the Mississippi River and Tributaries Project. I will present several items of general interest to all our membership and then call on others of our group to testify concerning specific items. Mr. Chairman, I assure you we will be as brief as possible.

The Lower Mississippi Valley Flood Control Association was first organized in 1922. Our 130 member organizations include levee boards, drainage districts, port authorities, harbor commissions, state agencies, municipalities and also just individuals that share our problems and concerns. Those problems address themself to flood control, navigation, channel improvements and major drainage in the seven states of the alluvial valley of the Lower Mississippi River and I think more importantly our concerns are for the welfare and prosperity of this great nation of ours.

Our Association is comprised of a very large group of individuals who are businessmen, property owners, conservationists, farmers, attorneys, doctors, wildlife enthusiasts, engineers, accountants, environmentalists, civil servants and elected officials from all political parties.

Our Objectives simply stated are:

To seek Congressional authorization for, and adequate annual appropriations for the early completion of all flood control projects necessary for the protection of the Lower Mississippi Valley against the maximum probable flood.

To secure prompt initiation of, and early completion of existing project for the stabilization of the banks of the Lower Mississippi River, in order to assure the integrity of the Main River Levee System; to provide increased flood discharge capacity, permanency of location for harbor facilities and industrial sites, and to obtain deeper and more reliable navigation channels.

To support channel and major drainage improvements throughout the Lower Mississippi Valley to provide protection against headwater flooding, and to provide adequate outlets for local and state drainage projects.

To cooperate in every proper way with the Department of the Army, the Chief of Engineers of the United States Army, the Mississippi River Commission and other agencies to hasten the accomplishment of flood control in the Mississippi Valley.

We come before you again this year in support of the Mississippi River and Tributaries Project which was established by the Flood Control Act of 1928.

The ten individuals who are elected by their neighbors to serve on the Executive Committee that manages and directs the policy established by the Association have closely examined the budget request for the Mississippi River and Tributaries Project for Fiscal Year 1991 and we find several items of concern that we desire to discuss with this committee.

As noted earlier a principal objective of this Association is the support and sponsorship of a comprehensive, multi-state project that was established by law to solve a national problem and we know all too well that we must complete the entire project before the people in the valley can be safe from the devastating flood waters coming down from over 40% of this nation. The continuation and completion of the overall project at a reasonable rate is now and has always been our policy and main concern.

As we have done several times in recent years, we come before you today in support of the budget and we also come before you fully cognizant of the federal deficits and the necessity to slow the growth of federal spending. For these reasons we are very hesitant to ask this committee for increases in the budget amount but we see several problems and we believe it is imperative that we discuss these with you.

During our examination of this year's budget, it was immediately obvious to us that no funding was indicated for five very vital flood control projects that were funded in last year's budget and those five flood control projects have been supported and testified to for several years by this Association. The five projects I refer to are:

Harris Fork Creek in Kentucky and Tennessee and four projects in Arkansas, West Memphis, Eight Mile Creek near Paragrould, the Cache River Basin and the L'Anguille River Basin.

This Committee and the entire Congress has also strongly supported these five projects in the past by appropriating over twenty million dollars for the planning and construction of these authorized and much needed projects.

There are other omissions from this budget including the Mississippi and Louisiana Estuarine Areas, Mud Lake Pumping Station in Tennessee, West Kentucky Tributaries, St. John's Bayou and New Madrid Floodway in Missouri, Horn Lake Creek and the Yazoo Backwater Pumping Plant in Mississippi and others. All of these projects have been supported by this Association and by the Congress.

Several factors concerning these omissions are disturbing to us Mr. Chairman. First and foremost these delays in planning and construction of these flood control projects are contrary to our sincere belief that the best economic approach is to complete the Mississippi River and Tributaries Project as soon as possible, not only to avoid the increased costs that are likely to occur but also to protect the tremendous amount of federal and local funds already invested in the project. But most imnportant of all the real benefits of this project are the reduction in human suffering, the improved health and well being of the citizens of the Lower Valley and the economic development of the agricultural and industrial potential of large portions of the states we represent and to the nation as a whole. All of the approved methods known to us for making economic and environmental project analyses fall far short of fully evaluating these human needs.

When we examine Corps of Engineer's document we note that almost without exception the reason given for not requesting funding in the budget or stating a capability for the omitted projects that I have listed is "lack of

cooperation." Mr. Chairman and members of this Committee, this is most disturbing. This large turn-out and the capacity crowds from the Lower Mississippi Valley that have appeared before the Congress for over sixty years make the term "lack of local cooperation" without merit. A more correct and proper term would be "inability to pay under present cost-sharing criteria."

Unfortunately the Executive Department is still operating under the false assumption that even the poorest communities and states can afford at least 25% of the cost of these projects. Mr. Chairman, we are here today representing those poorest communities and states, and we think no better proof of the fallacy of that assumption is needed than the fact that almost three and one-half years after the passage of the Water Resources Development Act of 1986 not one single local cooperation agreement for a flood control project in the Mississippi River and Tributaries area has been signed. This in spite of the great need for flood control work in the Lower Mississippi Valley.

This Association has accepted the concept of cost-sharing and the local people have for many, many years met their requirements and done their share. We cannot agree with the Executive Department's criteria for the ability to pay and we do not believe it meets the full intent of the Congress.

Back to our review of the budget. I would like to discuss next the reformulation study of the Yazoo Basin Project in my home State of Mississippi. This reformulation study is budgetted in Fiscal Year 1991 for $5,900,000. We are informed by the Corps of Engineers that this study will require several years and cost several million dollars to complete. Mr. Chairman and Members of this Committee, the Lower Mississippi Valley Flood Control Association has for all these years subscribed to the belief that any major decision, be it water resources or whatever, should be made in the open forum of the Congress. This arrangement has served this country well over the years and we do not feel that it should change now or ever.

We are not aware that any member of the Congress has requested that the Yazoo Basin Project be reformulated. The Yazoo Basin Project was Congressionally authorized in 1936 and has been amended and modified by the Congress ten times since 1936. If the Congress considers that the project needs to be reformulated, amended and/or modified we would like to go on record as supporting such an effort but would request the following considerations:

First, any delay to the project will deny the residents of the Yazoo Basin the benefits that will most certainly accrue on completion of the authorized work while at the same time subjecting them to the health endangering and the economically devastating flooding that they are even now experiencing, therefore we request that the study be completed as rapidly as possible.

Second, we note that the Corps of Engineers in Vicksburg has been directed to reformulate the unconstructed features of the Yazoo Basin Project to evaluate alternate plans for the following:

(1) Greater levels of flood protection for urban areas
(2) Reduced levels of agricultural intensification and
(3) Reduced adverse impacts on the environment

This Association is in full agreement to provide greater levels of flood protection for urban areas and would only request that the study not be restrictive as to the size and definition of urban areas but include the small agricultural communities such as Tutwiler and others that experience flood problems each year.

We cannot agree that this study should consider reduced levels of agricultural intensification. We are all aware that agriculture has long been the mainstay of the Delta economy and there is no question that agriculture in the Lower Mississippi and Yazoo Basin Deltas has made an important contribution to the economic well-being of the region and the nation. Without agricultural commodities for export our trade deficit would be even higher.

The greatest asset we have in the Lower Mississippi Valley is our rich fertile soil. This asset is of very little value unless we can control the flood waters coming from as far away as New York in the east and Montana in the West. To in any way reduce the flood protection authorized in the Yazoo Basin Project would in our opinion be counter-productive and indicative of a lack of foresight. We do not feel that the study should examine reducing agricultural flood protection but should instead search for more effective methods of protecting our greatest asset that would be both economically sound and environmentally acceptable. I think we can all agree that any plan for the Yazoo Basin should not promote short-term gains at the expense of non-replaceable resources.

We agree completely that the study should examine ways to reduce any adverse impacts on the environment. We also feel that the study should not be limited here but should examine, identify and recommend practicable and sensible ways to enhance the environment. We subscribe to the belief that one way to enhance the environment is to insure that all people are able to live in a safe and wholesome atmosphere every day of their lives.

We note with interest the much larger than usual budget amount for the channel improvement project. In fact the $109,875,000 in this budget is by far the largest amount for this work that we can recall seeing.

Today we are supporting this budget amount for the channel improvement program on the Mississippi River. Within this item are included the funds for the revetment and dike programs and navigation improvements.

In large measure, this item can be a key to better economic conditions in the Valley. The revetment program, by arresting the river's meanderings, will prevent the river from encroaching on the levees thereby largely eliminating the annual sacrifice of large acreages of fertile lands to river erosion. The dike program restricts the channel width so as to produce a single efficient channel for navigation. Together this program is intended to assure the twelve foot channel from Baton Rouge, Louisiana to Cairo, Illinois that was authorized on December 22, 1944. We hope that this increase in channel improvement funds will hasten the completion of this twelve foot channel in order that the Lower Mississippi Valley and the Nation can realize the economic benefits that the deeper channel will bring.

We also note that the channel improvement work on the Mississippi River is 49% of the total construction budget which of course leaves insufficient amounts to continue the tributaries work in a timely manner.

We are disturbed that one-third of the construction funds remaining for work other than channel improvement is applied to engineering and design and supervision and administration. This we consider to be excessive and certainly adds to the problems we encounter with the new and additional cost-sharing.

I would next like to discuss the Mississippi River Levees item for which the budget has allowed $20,300,000. These levees are our principal

line of defense, stretching intermittenly along both banks of nearly 1,000 miles of river and protecting some 28,0000 square miles of alluvial valley. Our principal concerns now are the raising of the grade of the levees in the southern part of the valley and with the integrity of all the levees. Many miles of these levees are on poor foundations and the available materials with which they were built are far from desirable. Seepage, both through and under the levees, is a problem in times of high water and could lead to disaster in the form of foundation or structural failure in times of great flood. We believe that progress on this program and the raising of the levees where required is absolutely essential and this work must be pursued with utmost haste and we support the budget amount of $20,300,000.

Another item in the budget that always deserves special consideration is the Atchafalaya Basin in Louisiana. In times of flooding, about one-half of the flow through the Mississippi River can be diverted through the Atchafalaya. This must be done for the protection of the vital areas on the lower river including the cities of Baton Rouge and New Orleans. Since the Corps of Engineers have expressed no additional capability for this item we support and request the amount of $32,000,000 as shown in the President's budget.

We are well aware of the ever increasing demand on your time and the many complex and controversial problems that now confront the Congress. With that in mind I will not at this time discuss other items in the budget but they will I believe be covered either by our other speakers or by written statements submitted for the record.

I do want to inform this committee that our Association sees big problems with the wetlands issue particularly with the current memorandum of agreement between the Corps of Engineers and the Environmental Protection Agency and the non-legislative definition of wetlands that ignores the needs of our rural communities and we feel also ignores Congressional intent. If it was the intent of the Executive Department to shut down our agriculture producers with these two documents then they have done an excellent job.

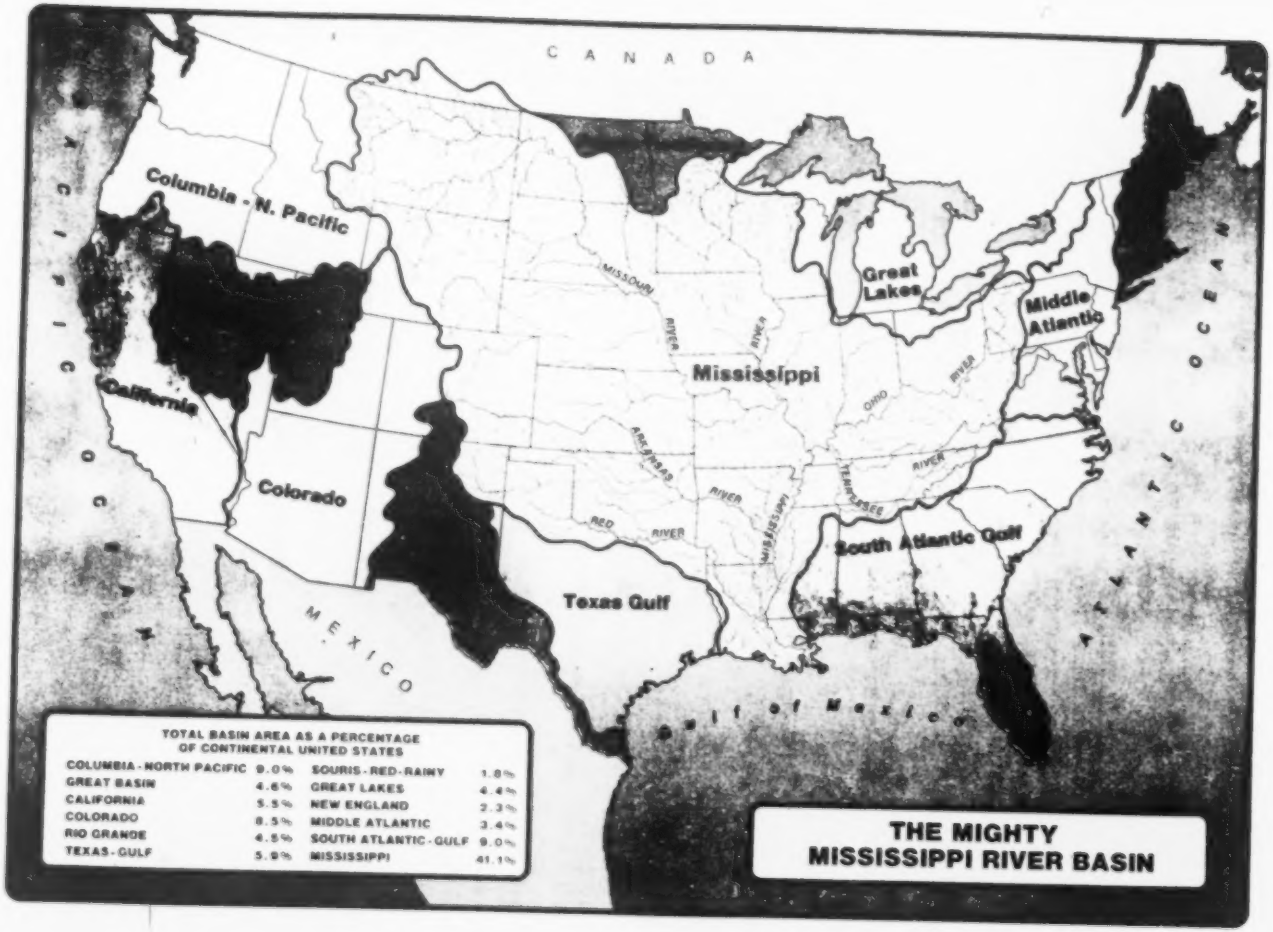
In closing, I would like to emphasize our belief that the public works projects with proven merit, such as the Mississippi River and Tributaries Project, should not be viewed as a drain on the federal budget, but as investment that will return to the taxpayers of this country a very generous return on that investment. We believe that decreased spending in proven projects will contribute to the economic problems that we now have and will in no way help in solving them. The economics related to water transportation and the importance of flood protection for our agricultural and industrial interests in the lower valley are of extreme importance.

We wish to express to the members of the Committee our appreciation for this opportunity to appear before you and for the sympathetic consideration you have given our requests in the past.

Mr. WHITTEN. Mr. Chairman, I would like to make a request. I would like for the map showing the drainage area for the Mississippi River that we made up some years ago to be inserted in connection with Mr. Simmons' statement.

Mr. BEVILL. Without objection, it will be made a part of the record.

[The information follows:]


CANADA
Columbia - N. Pacific
California
Colorado
Texas Gulf
Great Lakes
Middle Atlantic
Mississippi
South Atlantic Gulf
MISSOURI RIVER
OHIO RIVER
ARKANSAS RIVER
RED RIVER
TENNESSEE RIVER
MISSISSIPPI
MEXICO
Gulf of Mexico
PACIFIC OCEAN
ATLANTIC OCEAN
TOTAL BASIN AREA AS A PERCENTAGE OF CONTINENTAL UNITED STATES
COLUMBIA - NORTH PACIFIC 9.0%
GREAT BASIN 4.6%
CALIFORNIA 5.5%
COLORADO 8.5%
RIO GRANDE 4.5%
TEXAS - GULF 5.9%
SOURIS - RED - RAINY 1.8%
GREAT LAKES 4.4%
NEW ENGLAND 2.3%
MIDDLE ATLANTIC 3.4%
SOUTH ATLANTIC - GULF 9.0%
MISSISSIPPI 41.1%
THE MIGHTY MISSISSIPPI RIVER BASIN

Mr. BEVILL. I might mention that you have 20 minutes left. Every Member of this panel has to leave here at 4 p.m. when we are scheduled to finish. We have to leave and attend a full committee meeting. So please summarize your statements as much as you can. Our good friend and colleague, Mike Espy, has just come in, so the Chair will recognize him.

Mr. ESPY. Thank you Chairman Bevill and Chairman Whitten and every Member of this committee. I will be brief. I guess I could say I echo everything said by Mr. Simmons in terms of the continuation of the Yazoo Basin project.

Mr. Chairman, I am proud to share in these hearings with representatives from Mississippi, most of whom are in my district. Over the past two generations, representatives from Mississippi have called on Congress to continue its commitment to protect lives and land from devastating floods. It has been done, but there is more to do, and we call on Congress to honor its commitment in good faith.

The Upper Yazoo Basin Projects consist of 179 miles of channel enlargements of the Yazoo-Tallahatchie-Coldwater Rivers, 210 miles of levees, and drainage structures. According to the Army Corps of Engineers, the completion of the projects will reduce flooding on more than 1 million acres of land and will prevent over 60 percent of the average annual flood damages. The collective benefits of the completed construction on these projects will reduce flood heights, flood frequencies, and flood duration.

Mr. Chairman, I had the opportunity to read the testimony of several witnesses from my district, Mr. Robert Coker, Mr. James Wanamaker, Mr. Jospeh Mooney, and other members of the Lower Mississippi Valley Flood Control Association, and Mr. Peyton Self. If you have not yet heard them, I assure you, they can speak very personally about the need for continued funding of the Upper Yazoo Basin Projects.

May I offer one example of the economic impact flooding has had in my district—in just a very narrow sector. According to statistics compiled by the Stoneville Experimental Station in Stoneville, Mississippi, production losses in cotton, soybeans, and rice in 1989 totaled nearly $71 million. Mr. Chairman, if that were allowed to happen every third year until the turn of the century, the Mississippi Delta could lose a quarter of a billion dollars in those three crops alone.

Earlier this year, our Governor declared a number of counties disaster areas and the President has named four counties as federal disaster areas, with Marks, Mississippi, being the location for the Federal Disaster Assistance Center. Many people say the damage due to flooding could have been much worse without the completion of 20 percent of the Yazoo Basin Projects. The flood stages of the Yazoo River have been reduced by 3 to 5 feet. The projects are working and project construction must continue without delay.

The discussions I have heard regarding the "reformulation" studies issued by the Army Corps of Engineers concern me. The reformulation studies inherently represent a "slow-down" in the construction activities, and this is very troubling. I believe the Corps should be directed to continue with construction of urgently needed

work, and honor, as it has in the past, every element of mitigation or "concurrent" mitigation.

Any substantial changes in the scope of the Upper Yazoo Basin Projects which would differ from the original concept should be carefully thought. If the scope is shifted too seriously and substantively, it could trigger the "cost sharing" provisions of the law. Mr. Chairman, this would effectively kill this series of projects.

It is important that I revisit a very serious matter related to a project at the lower end of the Yazoo Basin. It is called the "backwater pumps", and I have been working to clarify the cost-sharing provisions and to resolve that they do not apply to these pumps. Mr. Chairman, I hope you will include continuing funding for this important pump. It seems impractical to cut the project off after the Federal Government has moved swiftly and efficiently with the initial stage of the backwater pump project. Furthermore, I believe the entire cost of the pumps should be borne by the Federal Government.

In closing, let me add by echoing an endorsement of the fiscal year 1991 budget level of $29,225,000 for the Yazoo Basin Projects, and I urge full appropriations.

Mr. BEVILL. Thank you, Mike. We certainly will be working with you toward that goal and will do the best we can. I agree with you. Many of these projects require local participation and it is creating many inequities in the country.

Of course, that legislation came from the authorizing committee and not the appropriations committee, as you know. Our good friend and colleague, Bill Alexander, who is a member of the Appropriations Committee has come in. The Chair will now recognize Mr. Alexander.

Mr. ALEXANDER. Thank you. Welcome.

I would like to thank you and the members of the subcommittee for your continuing cooperation over the years in matters of priority and the First Congressional District of Arkansas. I would like to make particular reference to two projects which are of utmost importance to us which are proceeding because of the cooperation of this committee. One is the so-called Helena Harbor project which was funded at my request last year outside the President's budget and just last week the local people voted to provide local cost sharing.

We expect to begin construction on that project this year, which offers the prospect for attracting thousands of industrial jobs that are suited particularly to the Mississippi River and its transportation advantages that it offers to industrial projects.

The other, I think, is appropriate to mention because of the renewed emphasis recently on the wetlands issue and that is the East Arkansas Comprehensive Water Study which has been ongoing now for approximately eight years.

Because of your foresight and vision and cooperation we are well ahead of the curve and look forward to continuing that very important study.

Mr. Chairman, I would like to submit the text of my remarks in their entirety and only make mention of a couple of specific projects.

Mr. BEVILL. Without objection, your entire statement will be made a part of the record.

Mr. ALEXANDER. I would ask for special consideration this year to earmark $3.4 million with which to begin construction on the West Memphis and Vicinity Flood Control Project and an additional $2 million with which to construct a berm south of West Memphis in order to enhance that project; $4.4 million to provide 1989 funding level for the Greers Ferry Lake Corps of Engineers activities which is a very important industry to our district. And, $9 million, approximately, with which to continue operations and maintenance of the St. Francis Basin project, including channel clearing from Madison, Arkansas south to Highway 64, and the rebuilding of a bridge near the Marked Tree Siphons. I would mention the White River navigation maintenance which is very important to the continued industrialization of that region and reiterate appreciation for your cooperation and of course confirm and support the request that the Lower Mississippi Valley Flood Control Association.

Thank you, Mr. Chairman. I yield back the balance of my time.

Mr. BEVILL. Thank you. As you know this panel will certainly work with you and do the best we can to comply with your request.

[The statement of Hon. Bill Alexander follows:]

STATEMENT BY THE HONORABLE BILL ALEXANDER TO THE
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
COMMITTEE ON APPROPRIATIONS
UNITED STATES HOUSE OF REPRESENTATIVES

March 27, 1990

MR. CHAIRMAN and Members of the Subcommittee, thank you for giving me this opportunity to support Fiscal Year 1991 funding for U. S. Corps of Engineers projects in First Congressional District of Arkansas.

I request that I be permitted to summarize my requests and have my full statement made a part of the hearing record.

SUMMARY

As has been the case in recent years, the Congress is faced with trying to respond to national needs within a budget that is severely restricted, particularly with regard to funding available for non-defense programs. As a Member of the Committee on Appropriations, I am particularly aware of this problem, of the tough job this Subcommittee has, and of the intense effort and dedication your Members bring to accomplishing your work in a manner that serves the best interests of the nation.

The requests that I bring to you today have been developed with an understanding of the competing proposals presented to you and the urgent requirement for appropriate governmental response to national water resources needs. The assistance and cooperation the Members and the staff of this Subcommittee have provided me, and other Arkansans, in addressing water resource management challenges is deeply appreciated.

Arkansas, and particularly the 24 counties in First Congressional District which I have the honor of representing, is endowed with abundant water resources. This blessing becomes a double-edged sword when water flows reach flood levels. For most of this century the U. S. Corps of Engineers has been the federal government's superbly able representative in the water resource management partnership in this region.

For Fiscal Year 1991, I support the funding requests which have been included in the President's budget and those which the Lower Mississippi Valley Flood Control Association will be making. In addition, I urge that the Subcommittee include in its recommendations for Fiscal Year 1991:

1. Report language earmarking $3.4 million in construction funding for the West Memphis, Arkansas, and Vicinity, flood control

project. Increased flooding in this area is life-threatening and is severely damaging to the interests of local residents, particularly those in low and middle-income brackets.

2. Report language earmarking $2 million in Mississippi River Levees, Arkansas, Illinois, Kentucky, Louisiana, Mississippi, Missouri and Tennessee funding for construction of a berm at West Memphis, Arkansas. This project would help reduce the flood hazard in the southeastern portion of the city. The total contained in the President's budget submission included funding for this berm.

3. Report language of $4,440,000 for the operation and maintenance of Greers Ferry Lake to permit the Corps to continue its activities at the same level as Fiscal Year 1989 and directing the Corps to use at least the same level of funding for this project as was used in 1989. The funding level that I am requesting is the same as the level Congress provided in FY 1989.

4. A total of $9,558,000 for operation and maintenance of the St. Francis Basin, Arkansas and Missouri, project, and report language directing the Corps to complete the channel clean-out project from Madison, Arkansas to Highway 64 and to rebuild the bridge over the Marked Tree Siphons. This includes the $7,998,000 the President requested plus an additional $1,525,000 for the Madison-to-Highway 64 channel clean-out project and $70,000 for Marked Tree Siphons bridge project.

The following as a project-by-project, alphabetical list of my Fiscal Year 1991 appropriations requests.

PROJECT NAME	FISCAL YEAR 1991 REQUEST
Eastern Arkansas Region (Comprehensive Study)	$ 430,000
Greers Ferry Lake, Arkansas	$ 4,440,000
Helena Arkansas and Vicinity, Arkansas	$ 500,000
Helena Harbor, Phillips County, Arkansas	$ 800,000
Helena Harbor, Arkansas [operations and maintenance for existing harbor]	$ 460,000
Lower White River (Big Creek and Tributaries), Arkansas	$ 385,000
Mississippi River Levees, Arkansas, Illinois, Kentucky, Louisiana, Mississippi, Missouri, and Tennessee	
Construction (including berm at West Memphis)	$20,300,000
Osceola Harbor, Arkansas	$ 575,000
St. Francis Basin, Arkansas and Missouri	
Construction	$10,200,000
Operation and Maintenance	$ 9,588,000
West Memphis, Arkansas, and Vicinity	$ 3,400,000
White River, Arkansas	$ 2,243,000
White River Backwater, Arkansas	$ 521,000
Whiteman's Creek, Arkansas	$ 300,000

PROJECT SUMMARIES

The following paragraphs provide summary information on each of the projects identified in the preceding listing.

EASTERN ARKANSAS REGION (COMPREHENSIVE STUDY) -- The $430,000 in FY 1991 funding requested for this project will be used for continuing work on this study in which the State of Arkansas is cost-sharing. The study was authorized by a resolution of the House Committee on Public Works and Transportation on September 23, 1982. It is directed at identifying improvements which may be needed in flood control and water resource management to meet agricultural, business, commercial and residential needs. The study area encompasses 24 counties in the Mississippi River Alluvial Plain from the Arkansas/Missouri line south to the Arkansas River. The January, 1990, presidential budget requested this funding.

GREERS FERRY LAKE, ARKANSAS -- The $4,440,000 in FY 1991 funding is the same level provided by the Congress for Fiscal Year 1989. The language that I have requested to direct the Corps to use at least the same level of dollars at this site in 1991 as in 1989 is needed because of the Corps action of disinvesting in this project by reducing the FY 1990 funding actually allocated to this project $1,572,700 below the level provided by the Congress. Greers Ferry Lake is a multi-purpose Corps project. The services and facilities it provides include flood control, hydro-electric power generation and recreation areas. It has been a superior example of Corps and federal government efficiency of service. Under the leadership of its Resident Engineer Carl Garner, the annual, volunteer-staffed, litter clean-up program has saved the federal government many thousands of dollars each year for more than two decades. The President's budget requested $4,202,000.

HELENA, ARKANSAS, AND VICINITY -- The $500,000 requested for this project would support continuation of the pre-construction engineering and design phase of this urban flood control project. The project is authorized and the January, 1990, presidential budget submission requested this level of funding.

HELENA HARBOR, PHILLIPS COUNTY, ARKANSAS -- The $800,000 requested for this project is for continuation of Phase I of the construction of this slackwater project. Federal participation in the project is authorized and the January, 1990, presidential budget submission requested this level of funding.

HELENA HARBOR, ARKANSAS -- The $460,000 in Fiscal Year 1991 funds would support regular operations and maintenance activities at the existing harbor at Helena. A request for this funding was included in the President's January, 1990, budget submission.

LOWER WHITE RIVER (BIG CREEK AND TRIBUTARIES), ARKANSAS -- The

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$385,000 would support pre-construction engineering and design for this project. The project is authorized and the President's January, 1990, budget submission included a request for this funding.

MISSISSIPPI RIVER LEVEES, ARKANSAS, ILLINOIS, KENTUCKY, LOUISIANA, MISSISSIPPI, MISSOURI AND TENNESSEE -- The $20,300,000 in FY 1991 construction funds would provide for necessary river levee improvements including a berm at West Memphis, Arkansas. My request for report language earmarking the $2 million for the berm construction at West Memphis would help insure that the Corps carries out this project as planned. The berm at West Memphis is an essential element in efforts to reduce the frequency and severity of flooding in West Memphis. Federal participation is authorized. The President's January budget submission contained this funding request, including the $2 million for the berm at West Memphis.

OSCEOLA HARBOR, ARKANSAS -- The $575,000 in FY 1991 funds would support yearly Corps operations and maintenance activities at this harbor. The January presidential budget submission included this funding level for Osceola harbor.

ST. FRANCIS BASIN, ARKANSAS AND MISSOURI (CONSTRUCTION) -- The $10.2 million requested for FY 1991 would support continuation of the project for which federal participation was authorized under the Flood Control Act of 1936. The January presidential budget submission requested $10.2 million.

ST. FRANCIS, BASIN, ARKANSAS AND MISSOURI (OPERATIONS AND MAINTENANCE) -- The $9,558,000 requested for FY 1991 would continue operation and maintenance of this project as proposed in the President's January, 1990, budget submission and provide an additional $1,525,000 for completion of the channel clean-out project between Madison, Arkansas, and Highway 64 and $70,000 to fund the rebuilding of the bridge over the Marked Tree Siphons. The additional channel clean-out funds would be used to complete channel improvements in this area which were delayed until issues related to the fat pocketbook pearly mussel were satisfactorily resolved. The additional bridge funding would allow the Corps to rebuild a bridge it originally built at the Marked Tree Siphons, allowed to deteriorate to a dangerous level, and then removed it instead of repairing or reconstructing it.

WEST MEMPHIS, ARKANSAS, AND VICINITY -- The $3.4 million in FY 1991 funding requested would support the construction of this urgently needed flood control project. Federal participation has been authorized. The President's January, 1990, budget submission did not include funding for this project.

WHITE RIVER, ARKANSAS -- The $2,243,000 in FY 1991 funds is to permit the Corps to carry-out its regular operation and maintenance activities on the existing navigation channel in White River. This funding level was requested in the President's January, 1990 budget

submission.

WHITE RIVER BACKWATER, ARKANSAS -- The $521,000 requested for FY 1991 is to support continuation of Corps operation and maintenance activities associated with water resources management in the lower reaches of the White River. The President's January, 1990, budget submission requested the same funding level.

WHITEMAN'S CREEK, ARKANSAS -- The $300,000 in FY 1991 funding is needed to support continuation of the preconstruction design and engineering for this urban and rural flood control project located in the City of Jonesboro and in Craighead County. This project is intended to provide flood damage protection for residential, industrial, commercial and agricultural areas. The same funding level was requested in the President's January, 1990, budget proposal.

Again, I wish to express my appreciation to the Subcommittee for this opportunity to present my position on and requests related to the Fiscal Year 1991 appropriations for the U. S. Corps of Engineers civil works program.

Mr. BEVILL. Now, the Chair will recognize Mr. Ron Besson.

Mr. BESSON. Mr. Chairman and members of the committee, thank you.

My discussions today will center on several areas that we are deeply concerned about, and I have been busy with my pen here, and I will make this as brief as possible, sir.

Mr. BEVILL. We certainly want to hear every one of you, don't misunderstand us. But we are in a tight squeeze on time.

Mr. BESSON. We will take care of that.

First, there are problems with the benefit-to-cost ratio as determined by the Federal Government. The problem is all over the Valley, and more specifically, I will talk about the Teche-Vermillion at this particular time.

They are told that their project will not be economically justified, because the benefits are being reduced. The reason is that the Federal Government is using a figure that is $4 less than the farmers are actually receiving for the sale of their rice.

We have also just learned that the Secretary of the Army's Office is producing a national average for the cost of construction work. Since we in the Valley are economically depressed, our construction costs for the type of work that we are concerned about is presently the lowest in the Nation, and if the national average is used our computed cost will increase.

This will compound the problem with reduced benefits and increased costs. It will be highly unlikely that any flood control project in the lower Mississippi Valley would be economically justified using this particular criteria.

Second, I would like to touch briefly on cost-sharing, and we accept cost-sharing as the law of the land. However, we feel if cost-sharing is to work and partnerships are to be effective, we feel it is essential that we do everything possible to lower the costs associated with engineering and design and with supervision and administration in order to make the projects more affordable.

If we do not, it is our opinion that many projects will never become a reality, simply because they will not be cost-efficient or affordable to the local sponsor or to the Federal Government. So, therefore, they are beneficial to all of us.

My next topic is the Local Cooperation Agreement, or the LCA. Our levee district, the Jefferson Levee District, has recently entered into a local cooperation agreement with the U.S. Army Corps of Engineers on the West Bank Hurricane Protection Levee Project.

Most recently, we were approached for what we consider a significant change in the LCA. We find that the language which is written regarding hazardous waste substances is totally unacceptable to our levee district. This proposed change in the LCA will provide that the cost of environmental investigations to determine the existence and locations of hazardous waste sites in the construction area will be cost-shared.

However, the West Jefferson Levee District will be solely responsible for any and all necessary clean-up cost. It would not be cost-shared. It is our understanding that this language is from the Secretary of the Army's Office, and it is rooted in the policy decision not to use public funds for hazardous waste cleanup.

If the West Jefferson Levee District were to execute an agreement with this language in it, and hazardous waste is encountered in the construction site, the Federal Government would have no incentive to approve a deviation in the alignment to avoid the site. Further, we would have none of the legal support of the Federal Government behind us to require the former landowners' lessees to pay for the cleanup.

At this point, we have no information from which to formulate a position as to whether or not hazardous waste sites exist, and if so, what the cost of the cleanup to Federal standards would be.

I am sure you must realize that many hazardous waste sites cost millions of dollars to clean up. How can we expect the local sponsor to bear this tremendous cost? And remember, the local sponsor is touted to be an equal partner with the Federal Government on the project. If it is to be a true partnership, should it not be cost-shared?

Webster's definition of partnership is, and I quote, "A relationship resembling a legal partnership and usually involving close cooperation between parties having specified and joint rights and responsibilities." This is our understanding of a partnership. I don't think anyone would disagree with that.

There are two possible alternatives to this problem. The first would be to insert language which would require the government to deviate in the alignment in lieu of cleanup, providing this approach would be less costly. Any additional cost related to the deviation would be cost-shared.

However, since our particular project, which is the hurricane protection project, is built on the wetlands/non-wetlands interface, the problems are if we deviate into non-wetlands, the land acquisition cost would be considerably higher. If we deviate into wetlands, we would need EPA approval and that is practically impossible.

The second solution and by far the most realistic one, would be to change the proposed language so that the cleanup would be cost-shared.

A third topic is regarding the ability to pay criteria in Public Law 99-662 and what was the real intent of Congress regarding this particular law. The West Jefferson Levee District is beginning the construction of a hurricane protection levee in the vicinity of New Orleans in mid-1990. It is a cost-shared project.

We also are in the planning stages for the second phase of this project to protect additional communities on the West Bank, with the third phase to include the Lake Cataouatche project, hopefully in 1995. The West Jefferson Levee District's total cost-sharing amount would be in excess of $78 million.

Isn't it a fact that it would be a rarity if any community could afford $78 million locally? We feel that perhaps the intent of Congress, when they put in the ability-to-pay criteria in law, that once a community had totally exhausted their ability to pay for much-needed flood protection, that perhaps the cost-sharing ratio could be reduced.

We want to pay our way. We are going to pay our way, but we think that there has to be some areas in there to allow us to do the things that everyone in this room is here for today with no motiva-

tion other than the fact to provide flood protection for all of our States.

I thank you for your time today, and we would also like to, on a personal note, thank the New Orleans District of the Corps of Engineers for an outstanding job in helping us with these projects, and more specifically Colonel Rick Gorski, who has done a great job.

We thank you.

[The statement of Mr. Besson follows:]

STATEMENT OF

RONALD R. BESSON

PRESIDENT, WEST JEFFERSON LEVEE DISTRICT

MARRERO, LOUISIANA

AND

MEMBER OF THE EXECUTIVE COMMITTEE OF THE

LOWER MISSISSIPPI VALLEY FLOOD CONTROL ASSOCIATION

SPOKESMAN

ON BEHALF OF APPROPRIATIONS FOR FLOOD CONTROL,

MISSISSIPPI RIVER AND TRIBUTARIES PROJECTS

REQUESTED IN FISCAL YEAR 1991

APPROPRIATIONS IN THE AMOUNT OF $334,500,000

Good Day, Mr. Chairman and Members of the Committee. My name is Ron Besson. I'm President of the West Jefferson Levee District, a member of the Executive Committee of the Lower Mississippi Valley Flood Control Association, and Past President of the Association of Levee Boards of Louisiana. My discussions today will center around several topics that we are deeply concerned about and I will make them as brief as possible.

First, there are the problems with the benefit to cost ratio as determined by the Federal Government. The problem is all over the Valley and specifically, the Teche-Vermillion at this particular time. They're told that their project will not be economically justified because the benefits are being reduced. The reason for the reduced benefits is that the Federal Government is using a figure that is four dollars less than the farmers are actually receiving for the sale of their rice. We've just learned that the Secretary of the Army's Office is producing a national average for the cost of the construction work. Since we in the Valley are economically depressed, our construction costs for the type of work that we're concerned with is presently the lowest in the nation, and if the national average is used our computed cost will increase. This will compound our problem with reduced benefits and increased costs. It will be highly unlikely that any flood control projects in the Lower Mississippi Valley would be economically justified using this criteria.

As a member of the Executive Committee of the Lower Missippi Valley Flood Control Association, I have never opposed cost-sharing because that is the law of the land. However, if cost-sharing is to work and partnerships are to be effective, I feel that it is essential that we do everything possible to lower the costs associated with Engineering and Design, and with Supervision and Administration in order to make the projects affordable. If we do not, it is our opinion that many needed projects will never become a reality simply because they will not be cost efficient either to the local sponsor or to the Federal Government. So therefore, lower project costs are certainly in the best interest of the Federal Government and the local sponsor because regardless of where the money comes from, it belongs to the public and they are entitled to a dollar's worth for a dollar spent.

My next topic which is the Local Cooperation Agreement (LCA). The West Jefferson Levee District has recently entered into a Local Cooperation Agreement with the U.S. Army Corps of Engineers on the West Bank Hurricane Protection Levee Project, and most recently, we were approached for what we consider a most significant change in the LCA. We find that the language which is written regarding hazardous waste substances is totally unacceptable to our Levee District. This proposed change in the LCA will provide that the cost of environmental investigations to determine the existence and locations of hazardous waste in the construction site will be cost-shared. However, the West Jefferson Levee District will be solely responsible for any and all necessary clean-up cost which would not be considered to be part of the total project cost and would not be cost-shared. It is our understanding that this language is from the Secretary of the Army's Office and is rooted in the policy decision not to use public funds for hazardous waste clean-up. If the West Jefferson Levee District were to execute an agreement with this language in it and hazardous waste is encountered in the construction site, the Federal Government would have no incentive to approve a deviation in the alignment to avoid the hazardous waste site. Further, we would have none of the legal support of the Federal Government behind us to require former landowners/lessees to pay for the clean-up. At this point, we have no

information from which to formulate a position as to whether or not hazardous waste sites exist and if so, what the cost of the clean-up to federal standards would be. I'm sure that you must realize that many hazardous waste sites cost millions of dollars to clean up. How can we expect the local sponsor to bear this tremendous cost; and remember, the local sponsor is touted to be an equal partner with the Federal Government on the project. If it is to be a true partnership, should it not be cost-shared? Webster's definition of partnership is, and I quote "a relationship resembling a legal partnership and usually involving close cooperation between parties having specified and joint rights and responsibilities", end of quote. That is our understanding of a partnership, and I don't believe anyone would disagree with that. There are two possible alternatives to this problem. The first would be to insert language which would require the Government to deviate in the alignment in lieu of clean-up providing this approach would be less costly. Any additional cost related to the deviation would be cost-shared. However, since our Hurricane Protection Levee is essentially being built on the Wetlands/Non-Wetlands Interface Line, the problems are, if we deviate into non-wetlands, the land acquisition cost would be considerably higher. On the other hand, if we deviate into wetlands, we would need EPA approval, which is practically impossible, and would most likely result in very lengthy delays of the project. The second solution, and by far the most realistic one, would be to change the proposed language so that the clean-up cost would be cost-shared.

My third topic is regarding the ability to pay criteria as per Public Law 99-662 and what was the real intent of Congress regarding this portion of the law. The West Jefferson Levee District is beginning the construction of a Hurricane Protection Levee Project from Westwego to Harvey Canal in the Vicinity of New Orleans in mid-1990 which is a cost-shared project. We are also in the planning stages for the second phase of this project which will protect communities East of the Harvey Canal. This phase of the project will hopefully be implemented in 1993 with the third phase to be the Lake Cataouatche inclusion into the project to begin in approximately 1995. The West Jefferson Levee District's total cost sharing amount would be approximately 78 million dollars. Isn't it a fact that it would be a rareity for any community in our Nation to absorb a local cost of 78 million dollars. Perhaps that was the intent of Congress when they put the ability to pay criteria into the law; that once a community had totally exhausted their ability to pay for much needed flood protection, that perhaps the cost sharing ratio could be reduced.

In closing, I would like to thank all of the members of Congress that have helped us in providing flood protection for the citizens located in the Lower Mississippi Valley, and on behalf of the West Jefferson Levee District, a personal thank you to Colonel Richard Gorski and the New Orleans District of the U.S. Army Corps of Engineers. Without their help, many of our projects would never become a reality.

Thank you,

Ronald R. Besson

Mr. BEVILL. Mr. Patterson?

Mr. PATTERSON. Thank you, Mr. Chairman.

Mr. Chairman, members of the subcommittee, I am Curtis Patterson, Assistant Administrator for the Division of Flood Control and Water Management, Department of Transportation and Development, State of Louisiana.

My comments today summarize the written brief we have submitted in behalf of the State of Louisiana and are generally in support of the total budget allowance proposed by the Administration for those projects concerned with flood control, drainage, navigation and hurricane protection in Louisiana.

I would like to bring several items to your attention concerning some authorized projects in Louisiana. One is the Amite River and Tributaries Flood Control Project, which is of great concern to us. Record floods have devastated portions of the greater Baton Rouge area of the past several years, the latest being in December of 1989.

The State is actively pursuing a flood control reservoir on the Amite River, spending thousands of dollars on that study and the environmental assessment project. This project is still years away. In the meantime, the Corps has been moving ahead with the Comite River Diversion, which is part of the Amite River and Tributaries Project. It is now being reviewed by the Corps at the Division and Washington office levels.

We urge construction of the Comite Diversion at the earliest opportunity to help relieve the severe flooding problems in the Amite River Basin.

Another authorized project that concerns us is the Louisiana State Penitentiary Levee at Angola, which was authorized in the 1986 water resources bill. So far, it has not been set up and included in the budget request, and we do not want the project to be automatically deauthorized, as presently indicated.

The Mississippi River is high right now, and we have already experienced problems with the existing levee at the Angola levee. We urge Congress to please find a few dollars to move this project into the preconstruction, engineering and design stage before November of 1991, when the 5-year anniversary would occur.

During one flood, they moved inmates out of the flooded parishes of Louisiana. Naturally, news of this caused quite concern for the people in those areas, those parishes. So, we would like to proceed with that project.

The Red River Waterway Navigation Project does not have adequate money budgeted for the continued accelerated program of this important project. We urge you to consider finding funds to increase the proposed fiscal year 1991 budget allocation to $90 million.

There are about $39 million proposed. We have been proceeding on the order of $90 to $100 million. If we could continue that accelerated construction on that project and get through with it, then naturally, there will be more money left to continue with other projects and new projects.

One reason we bring this to your attention is because in the past year, the session last year, the Legislature passed a trust fund program for the Department of Transportation. It was approved in October. And in that trust fund, there is money set aside to be used

for development in a priority system process within the State of Louisiana.

So, this will help the port program all over the State, and including the Red River ports that are already developing in that area. In addition, another bill was passed that set up a Red River Development Council. This Council bill also set up a task force.

The Governor has appointed all of those members. They have already had a couple of meetings and have started to do their job. Their job is to come up with various ways to find economic uses of the waters that will be on the Red River behind these locks and dams to be constructed by the Red River.

So, we are anxious and we show you that we are moving ahead to try to further enhance the economics of that navigation project. We are very much interested in having the Mississippi River Ship Channel from Baton Rouge to the Gulf completed.

We notice that there are no funds in the budget for construction of phase two. Phase one brought it from the Gulf up to the Donaldsonville area. Phase two is to proceed from Donaldsonville to Baton Rouge.

The State originally requested that the project be constructed in phases because of the Corps' high estimated cost of pipeline relocations which we are obligated to provide. We did not intend for the Corps to consider this project to be two or three separate projects, requiring each phase to stand alone in order to construct this 45-foot depth.

It was authorized as one project, as its name implies, to go from one beginning point to another beginning point at the 45-foot depth. The State of Louisiana has its share of funds of the project in hand, and is ready to sign a cost sharing agreement with the Corps as soon as they can finish this new economic evaluation, which, as I mentioned before, we did not realize would be necessary.

This project is also authorized to go to the 50- and 55-foot depth. Each of those incremental depths in future years would require an economic evaluation, and we understand that and accept that.

However, at this time, we don't see why we have to go with the second phase with another economic evaluation. We have heard of the administration's proposal to raise the harbor maintenance tax to cover 100 percent of the cost of the maintenance dredging.

We are totally opposed to this concept. The benefits derived are for the benefit of the whole country. So, we would like to see those maintained as they are.

We are in disagreement with the Corps over the cost-sharing features of the Ouachita River Levee Improvement under the oversight of the Tensas Basin Levee District. This has already been mentioned to you. This is about an $18 million project, and that levee board is being requested to put up around $13 million of that $18 million, or about 70 percent.

One feature of that is the replacement of those drainage structures and that is about $6 million, $6 million of an $18 million project, where we are classifying the replacement of the structures, is a very unrealistic figure to just be maintenance activities.

The whole process of replacing them will require what you might consider in the construction of levee works as major construction.

You got to dig this whole thing out and start over from scratch. So that is fully one-third of the total cost for what is being classified as just a maintenance activity, such as lowering the levees and blowing out the culverts, which they have done over the years in their maintenance activities.

So, we would like you to consider this request, and hopefully see that it is an unjust burden on the levee district to supply this total need. Many other projects for flood control, hurricane protection and navigation features are in the bill, and we are certainly in support of that, just as we are in support of the statement just made by Mr. Besson on behalf of the Association of Levee Boards, and Mr. Simmons on behalf of the Lower Mississippi Valley Division.

We are certainly grateful for all that you have done for us over the past years, and we hope to continue working with you toward the development in the lower valley. Thank you, gentlemen.

[The statements of the Louisiana Department of Transportation and Development follow:]

STATEMENT BY
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
DIVISION OF FLOOD CONTROL AND WATER MANAGEMENT
RECOMMENDING FISCAL YEAR 1991 APPROPRIATIONS

NAVIGATION, HURRICANE PROTECTION AND WATER
RESOURCES PROJECTS IN LOUISIANA

PRESENTED TO: APPROPRIATIONS SUBCOMMITTEES ON ENERGY AND
WATER DEVELOPMENT
SENATE - MARCH 27, 1990
AND
HOUSE OF REPRESENTATIVES - MARCH 27, 1990

The Louisiana Department of Transportation and Development, Division of Flood Control and Water Management, is the agency designated to represent the State of Louisiana for the coordinated planning and development of water resources, including flood control, navigation, drainage, water conservation and irrigation projects; therefore, this statement is presented on behalf of the State of Louisiana. We are pleased to present the endorsement and recommendations for Fiscal Year 1991 appropriations for Louisiana projects. The projects listed herein are separate from those in the statement by the Division of Flood Control and Water Management on the Mississippi River and Tributaries Project.

In making the following recommendations regarding construction, surveys and some selected operation and maintenance items, the State of Louisiana, in general, supports the President's budget recommendations for Fiscal Year 1991. These recommendations are made, not because the projects are unworthy of higher funding levels but because we agree that a balanced budget and reductions in projected deficits are worthy objectives and are in the best interest of the nation at this time; however, we also feel that water resources projects are probably the most worthwhile and cost effective projects in the Federal budget, having to meet stringent economic justification criteria not required of other programs. We ask that this be taken into consideration in the final decision making process to allocate the available funds.

PROJECT	BUDGET ALLOWANCE	AND	LOUISIANA REQUEST
Construction			
Grand Isle & Vicinity		$ 2,659,000	
Lake Pontchartrain & Vicinity, Hurricane Protection		11,655,000	
Larose to Golden Meadow		4,210,000	
Mississippi River, Gulf Outlet		1,157,000	
Mississippi River Ship Channel, Baton Rouge to Gulf		5,500,000	
New Orleans to Venice		15,900,000	
Ouachita & Black Rivers		0	
Ouachita River Levees, Including Bawcomville		0	
Pearl River Slidell, St. Tammany Parish, La.		730,000	
Red River Waterway	$39,147,000		$90,000,000
Westwego to Harvey Canal, La.		3,700,000	
Preconstruction, Engineering & Design			
Aloha-Rigolette Area, Red River, LA		$ 400,000	
Comite River, LA		700,000	
Tangipahoa, Tchefuncte & Tickfaw Rivers, LA		50,000	
Upper Bayou Teche		400,000	
Authorized Studies			
Amite River & Tributaries		$ 400,000	
Bayou Lafourche & Lafourche Jump Waterway		22,000	
Gulf Intracoastal Waterway, LA & TX Section		0	
Louisiana Coastal Land Loss and Marsh Creation		171,000	
Louisiana Coastal Shore & Barrier Island Erosion		0	
Louisiana Coastal Area, Hurricane Protection		78,000	
Louisiana Coastal Area, Louisiana Comprehensive Coastal Plan		563,000	
Louisiana Coastal Area, Mississippi River Delta		0	

PROJECT	BUDGET ALLOWANCE	LOUISIANA AND REQUEST
Authorized Studies (continued)		
Mermentau River, GIWW to Gulf		100,000
Mermentau-Vermilion & Calcasieu Rivers and Bayou Teche		460,000
Mississippi River Gulf Outlet, Bank Erosion		0
Pearl River Basin		0
Red River Basin, AR & LA, Comprehensive Study		425,000
West Bank of Mississippi River in the Vicinity of New Orleans		0
Operation and Maintenance		
Atchafalaya River, Bayou Chene, Boeuf & Black		$ 3,607,000
Barataria Bay Waterway		1,900,000
Bayou Bodcau Reservoir		368,000
Bayou Lafourche & Lafourche-Jump Waterway		0
Bayou Pierre		38,000
Bayou Segnette Waterway		188,000
Bayou Teche		1,005,000
Bayou Teche & Vermilion River		275,000
Caddo Lake		97,000
Calcasieu River & Pass		3,475,000
Freshwater Bayou		2,535,000
Gulf Intracoastal Waterway		10,890,000
Houma Navigation Canal		165,000
Lake Providence Harbor		258,000
Madison Parish Port		68,000
Mermentau River		1,320,000
Mississippi River, Baton Rouge to Gulf		52,000,000
Mississippi River Gulf Outlet		7,280,000
Mississippi River Outlets, Venice		2,040,000
Ouachita & Black Rivers		4,831,000
Pearl River, LA		0
Pearl River, MS		1,049,000
Red River Waterway - Mississippi River to Shreveport		3,567,000
Removal of Aquatic Growth		1,525,000
Wallace Lake		156,000
Waterway - Empire to the Gulf of Mexico, LA		232,000

LOUISIANA COASTAL STUDIES

Louisiana's coastal marshes are fast disappearing, our fisheries industry is deteriorating and we need to do all we can as quickly as we can to stop these losses. We are pleased that the Corps of Engineers has begun to study these problems in earnest. We desperately need the assistance. The Corps of Engineers has published a brochure entitled "Crisis on Louisiana's Coast ... America's Loss." And it IS America's loss, not only Louisiana's. Louisiana marshes produce each year 30% of the nation's fisheries worth $680 million and 40% of the nation's wild fur and hides harvest worth $17 million. More than 66% of the waterfowl that use the Mississippi Flyway find winter haven in Louisiana's wetlands ... another $58 million a year industry. Twenty-two percent of the nation's oil and gas production worth $27.1 billion in 1985 came from Louisiana's wetlands and offshore waters. The marshes also act as a natural buffer to hurricanes protecting the nation's investment in the inland navigation system and ports.

We urge the Corps to expedite the authorized studies on Land Loss and Marsh Creation and the Louisiana Comprehensive Coastal Plan. We also urge the Corps to implement more wetland enhancement projects using dredge material under existing authority of Section 150 of the 1976 Act and Sections 1135 and 1155 of the 1986 Act. Under Section 22, we urge full funding for Louisiana so that other critical coastal needs can be addressed. We urge Congress to appropriate the funds requested in the President's budget for all these studies and to continue to support this effort to save the nation's natural resources and to protect its economic investment.

MISSISSIPPI RIVER SHIP CHANNEL, BATON ROUGE TO GULF

We are very much interested in having the Mississippi River Ship Channel, Baton Rouge to the Gulf, Project completed. We notice that there are no funds in the budget for construction of Phase II. The State of Louisiana originally requested that the project be constructed in phases because of the Corps' high estimated cost of pipeline relocations which we are required to cost share. We did not intend for the Corps to consider this project to be two separate projects requiring the second phase to stand alone. We are distressed that the policy of separating the project into phases is subverting the wishes of Congress. It was authorized as one project as its name implies. The State of Louisiana has its share of the project cost in hand and is ready to sign a cost sharing agreement with the Corps. We are waiting on the Corps.

AMITE RIVER AND TRIBUTARIES and COMITE RIVER DIVERSION

These studies help both the Comite and Amite river flood prone areas. We are pleased that the Comite River Diversion project is finally in the preconstruction phase and urge its construction at the earliest opportunity. We support the continued study of the Amite River and its tributaries.

RED RIVER WATERWAY - MISSISSIPPI RIVER TO SHREVEPORT, LA.

The State of Louisiana wishes to express its desire to your committees for increased spending on the Red River Waterway Project. The budget request presented by the Corps does not meet the needs of the project or the Corps' capability. The accelerated construction schedule mandated by your funding recommendations in previous years has saved the taxpayers of the United States $300,000,000 on the construction of the Red River Waterway Project and we urge the continuation of this policy.

We wish to express our thanks to the Appropriations Sub-Committees on Energy and Water Development of the House and Senate for allowing us to present this brief on the needs of the State. Without reservation, practically every single project in Louisiana which has been made possible through actions of these committees has shown a return in benefits many times in excess of that contemplated by the authorizing legislation. The projects which you fund affect the economy of not only Louisiana but the nation as a whole. The Division of Flood Control and Water Management appreciates the accomplishments of the past and solicits your consideration of the appropriations requested for Fiscal Year 1991.

SUBMITTED BY:

STATE OF LOUISIANA
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
DIVISION OF FLOOD CONTROL AND WATER MANAGEMENT

NEIL WAGONER
SECRETARY

ED BRECKWOLDT
DIVISION ADMINISTRATOR

CURTIS G. PATTERSON
ASSISTANT DIVISION ADMINISTRATOR

DAVID M. GROUCHY
CHIEF,
FEDERAL PROJECTS

STATEMENT BY
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT
DIVISION OF FLOOD CONTROL AND WATER MANAGEMENT
RECOMMENDING FISCAL YEAR 1991 APPROPRIATIONS

MISSISSIPPI RIVER AND TRIBUTARIES PROJECT

PRESENTED TO: APPROPRIATIONS SUB-COMMITTEES ON ENERGY AND WATER DEVELOPMENT
SENATE - MARCH 27, 1990
AND
HOUSE OF REPRESENTATIVES - MARCH 27, 1990

The Louisiana Department of Transportation and Development, Division of Flood Control and Water Management, is the agency designated to represent the State of Louisiana in the planning and orderly development of water resources. This statement is presented in behalf of the State of Louisiana and contains endorsements and recommendations for Fiscal Year 1991 appropriations for Louisiana projects in the Mississippi River and Tributaries Project.

MISSISSIPPI RIVER AND TRIBUTARIES
SUMMARY OF RECOMMENDED APPROPRIATIONS

LOUISIANA PROJECTS	BUDGET ALLOWANCE AND	LOUISIANA REQUEST
Construction		
Atchafalaya Basin		$32,000,000
Atchafalaya Basin, Floodway System		11,700,000
Channel Improvements		109,875,000
Mississippi Delta Region Project		
Caernarvon and Davis Pond		4,260,000
Mississippi River Levees		20,300,000
Tensas Basin, AR & LA		2,000,000
Red River Backwater Area		(2,000,000)
Tensas-Cocodrie Pumping Plant		(0)

LOUISIANA PROJECTS	BUDGET ALLOWANCE AND	LOUISIANA REQUEST
General Investigations		
Atchafalaya Basin (Water & Land Resources)		0
Boeuf-Tensas Basin		0
Preconstruction, Engineering and Design		
Louisiana State Penitentiary Levee	0	~~$1,000,000~~ 300,000
Mississippi & Louisiana Estuarine Areas		0
Operation and Maintenance		
Atchafalaya Basin	7,105,000	
Baton Rouge Harbor - Devil Swamp, La.	170,000	
Bayou Cocodrie & Tributaries	155,000	
Bonnet Carre Spillway	653,000	
Channel Improvement	62,887,000	
Lower Red River - South Bank Levees	63,000	
Mississippi River Levees	6,922,000	
Old River Control Structure	6,715,000	
Red River Backwater Area	1,917,000	
Tensas Basin, Boeuf & Tensas Rivers	2,387,000	

NOTE:

The projects listed above are only those in Louisiana and directly affecting the State. We realize that there are others outside of Louisiana that are vitally important to the Project and in these areas, we endorse the recommendations of the Lower Mississippi Valley Flood Control Association.

ATCHAFALAYA BASIN
(Budget: $32,000,000) (Request: $32,000,000)

This project is a Main Stem component of the flood control plan for the Mississippi River and Tributaries Project. The Mississippi River can safely carry only one-half of the project flood, or 1,500,000 cubic feet per second, below Old River; the other 1,500,000 cubic feet per second must be discharged through the Atchafalaya Basin. The levees which must confine this flow to the basin are now deficient because they have settled below original design grade due to consolidation of the underlying soils, and the design has been revised upward. This places the lives and welfare of 650,000 people and their property and improvements in 13 parishes in the

immediate vicinity of the Atchafalaya Floodway in jeopardy each flood year. The tax assessment records indicate the value of potential flood losses to be approximately $8 billion, not including public improvements. Over the past half century, we have supported the Mississippi River and Tributaries Project and have agreed that construction of flood protection works should start upstream and progress downstream. As a result, the Mississippi River and Tributaries Project is now more than 90% complete in sites upstream from Louisiana while the levees in the Atchafalaya Basin can contain only approximately 75% of the project flood. Work on this project has been underway since 1928 and isn't scheduled for completion until the year 2000. We request that Congress provide $32,000,000 for this project for Fiscal Year 1991.

CHANNEL IMPROVEMENTS
(Budget: $109,875,000) (Request: $109,875,000)

Channel improvements and stabilization provide protection of levees and the many improvements behind them, as well as preventing unsatisfactory alignment where the river's bank is unstable. This project is also a Main Stem component of the flood control improvement program for the Mississippi River and the benefits are the same as for the other main stem components. The Mississippi River and Tributaries Project above Louisiana is about 90 percent complete but to a much lesser extent within Louisiana. Because of the improvements upstream, increased flows are a major problem in Louisiana where the project is lagging. The funds we are requesting will provide for the dredging and revetment work necessary to accommodate these increased flows.

MISSISSIPPI RIVER LEVEES
(Budget: $20,300,000) (Request: $20,300,000)

Construction of mainline Mississippi River Levees in Louisiana also lags behind the construction in the upper valley. The same reasons that apply to our request for funds for channel improvements on the Mississippi River and improvements in the Atchafalaya Basin, apply equally well to our request for additional funds for the Mississippi River levees.

MISSISSIPPI DELTA REGION PROJECT, CAERNARVON AND DAVIS POND
(Budget: $4,260,000) (Request: $4,260,000)

We urge the expedited completion of the Caernarvon Freshwater Diversion Project and the initiation of Davis Pond at the earliest possible opportunity. The State of Louisiana's commitment to these projects is demonstrated by our agreement to provide 25 percent of the cost of construction, operation and maintenance of the Caernarvon and Davis Pond structures despite Congressional authorization of those projects at 100 percent Federal cost.

It is requested that $4,260,000 for fiscal year 1991 be provided for construction of these very beneficial projects.

LOUISIANA STATE PENITENTIARY LEVEE
(Budget: $ 0) (Request: $ 1,000,000)

The Louisiana State Penitentiary Levee was included into the Federal system of the Mississippi River and Tributaries Project by Congress in 1986. The Water Resources Development Act of 1986 established a five (5) year automatic deauthorization for projects not funded within that time frame. The administration has not included this project in their budget. The State also has requested credit for work already done. This levee is in jeopardy now. We need this project to be included in the Corps' budget and request that Congress provide $1,000,000 for this project in fiscal year 1991 to begin preconstruction, design and engineering.

LOCAL CONTRIBUTIONS FOR FLOOD CONTROL IMPROVEMENTS

Historically, Louisiana has always done its part in cooperation with the Federal agencies concerned with flood control. The Louisiana State Board of Engineers, the forerunner of the Division of Flood Control and Water Management, was created in 1879, the same year as the Mississippi River Commission, to coordinate the planning and construction of the required flood control facilities to protect the State. Since that time, local expenditures for flood control have exceeded $730,000,000. This amount adjusted to 1979 dollars represents expenditures in excess of $5.3 billion. Nearly one-half of the potential flooded area of the Lower Mississippi River Valley lies in Louisiana. Local expenditures for flood control have increased with the growth of the valley. This record not only meets, but exceeds any National Water Policy local participation requirements ever put into practice.

The State of Louisiana, Division of Flood Control and Water Management, in particular, wishes to commend the Appropriations Sub-Committees on Energy and Water Development and express our appreciation for the foresight and understanding exhibited for water resources projects which are vital to the national interest. We solicit your further consideration of the recommendations presented herein.

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Mr. BEVILL. Thank you. I have a statement from our good friend and colleague Bill Tauzin of Louisiana that I will put in the record at this point.

[The statement of Hon. Billy Tauzin follows:]

MARCH 27, 1990

STATEMENT OF

THE HONORABLE BILLY TAUZIN

MEMBER OF THE U.S. HOUSE OF REPRESENTATIVES

before the

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

of the

COMMITTEE ON APPROPRIATIONS

U.S. HOUSE OF REPRESENTATIVES

Mr. Chairman and Members of the Subcommittee, I thank you for giving me this opportunity to express my support for the funding of various U.S. Army Corps of Engineers projects.

First I would like to thank the New Orleans District of the Army Corps of Engineers for their cooperation over the past ten years I have been in Congress. Every year I present to this committee a long wish list of projects to be funded, and you would understand why when you saw the annual New Orleans District status report and the large number of projects in my district.

Today, my testimony will consist of both some key projects that will be explained in detail with additional projects that are just as important to me, however, less in detail.

GENERAL INVESTIGATIONS

Louisiana Coastal Area

This project consists of various studies scheduled for completion by FY 93. These address the hurricane protection; land loss and marsh creation; a comprehensive coastal plan; and a Mississippi River Delta study. In fact, the first area under the marsh creation study has already shown some positive results. As you are aware Louisiana is losing the most wetlands and at the fast rate. It is important that these projects are continued.

Upper Bayou Teche

There are two projects concerning the Bayou Teche area in my district. The first is requesting $460,000 to prepare the draft feasibility report and the environmental impact statement for the protection and management of the drainage

basins of the Mermentau, Vermilion, and Calcasieu Rivers and Bayou Teche. The second project requests $400,000 to initiate preconstruction engineering and design for the enlargement of Upper Bayou Teche to increase the current flow conditions.

Bayou Chevreuil and Grand Bayou Preliminary Evaluation

Recently, the Corps issued the results of the preliminary evaluation of the flooding problems in the Bayou Chevreuil and Grand Bayou areas of Lafourche Parish. Their report was not promising for the communities in alleviating the flooding problems. My concern is the scope of the study was not expansive enough to properly address this issue. I hope the Corps can assist in resolving these concerns.

GENERAL CONSTRUCTION

Grand Isle and Vicinity

$2,659,000 - This is to finish the contract for beach and dune restoration. This project is extremely important in protecting the community of Grand Isle. In fact, this is the only barrier island developed in Louisiana.

Lake Pontchartrain and Vicinity Hurricane Protection

$11,655,000 - This is to be used for levee construction in the New Orleans East, New Orleans West, and Chalmette units. This includes the plans to construct the levee north of Highway 61 in St. Charles Parish, which was recently approved by the Corps.

Larose to Golden Meadow Hurricane Protection

$4,210,000 - This will permit continuation of the work on the lifts of the loop levee.

Mississippi River-Gulf Outlet

$1,157,000 - This will complete the Evaluation Report on the recommendations on the location of the lock for the project. This has been a highly controversial issue over whether the Corps should improve and enlarge the existing site of the lock or create a new cut south near Violet, Louisiana. I, along with the St. Bernard Parish officials, have come out in support of the improvement and enlargement position. This whole issue has continued to be a thorn in the parish's side because the original Mississippi River-Gulf Outlet has shown little if any benefits for them.

Mississippi River Dredging To Baton Rouge

$5,500,000 - This is to continue the permanent saltwater intrusion mitigation facilities and design studies and LCA

negotiations for the next phase which is extending the 45-foot channel to Baton Rouge. I understand there is a problem with maintaining the channel after the Corps dredges from mile 181 to Baton Rouge. I am sure there will be a solution to address these maintenance needs, however, we should not hold up the construction plans.

New Orleans to Venice

$15,900,000 - This is to continue elevating the levees to provide better protection of the improved lands and populated area from hurricanes.

Westvego to Harvey Canal

$3,700,000 - This is for continued construction of levees and floodwalls for protection from hurricanes. I want to express to the Corps that I am aware of the concerns by the West Jefferson Levee Board District prefers levees instead of floodwalls. I hope this matter can be resolved in a timely manner.

OPERATION AND MAINTENANCE

I am well aware of the concerns by the Army Corps of Engineers that O & M monies will be tight this year. Since most of these projects consist of maintenance dredging, I continue to encourage the wise use of the spoils in refurbishing or creating wetlands.

Another issue of my concern is the current plans of the State of Louisiana to build a fixed-span bridge across Bayou Lafourche below the intended northern point of the bayou's navigability. If a fixed-span bridge is constructed, an important section of Bayou Lafourche would be shut off from any future water-related industries from developing on bayou. I am requesting the Corps support in clarifying the intent of the law and protecting Bayou Lafourche from further closure of navigation.

Finally, I would like to address the situation with the Gulf Intracoastal Waterway and the erosion of Sargent Beach in Texas. This is an urgent problem that should be handled before the GIWW is breached by the surf of the Gulf. As you are aware the GIWW is a vital transportation mode for commerce between the coastal states and their ports. The threat of this problem could effect several billion dollars worth of revenues to the economy of the states the GIWW encompasses. i am requesting that the attached letter and testimony be submitted for the record from parties that could be effected by this threat.

I would like to thank the Corps for their cooperation recently in addressing the maintenance dredging so desperately needed for Bayou Lafourche below Golden Meadow.

I would like to thank the Subcommittee for the time and appreciation in considering the funding for the many projects in Louisiana. You have been generous to the needs of the people of Louisiana.

Mr. BEVILL. Mr. Grugett?

Mr. GRUGETT. Mr. David Solomon.

Mr. SOLOMON. My name is David Solomon, President of the White River Drainage District, of Phillips and Desha Counties in Arkansas, with offices in Helena, Arkansas. I am a member of the Executive Committee of the Lower Mississippi Valley Flood Control Association.

I am the final speaker, and I will attempt to summarize some of what our other speakers have said, and touch briefly on a few items filed for the record.

As has been stated, we support the fiscal year 1991 budget amount of $334.5 million for the Mississippi River and Tributaries Project. We hope that between now and October 1st we are successful in our attempts to convince the Congress to direct more reasonable criteria for cost-sharing, in order that productive work can proceed on the uncompleted portions of the project.

While the work accomplished to date is serving a highly useful purpose in protecting the vast area from normal floods, the valley is still vulnerable to a greater flood, the imminence of which increases with each passing year. Each year's delay in completion of all the major features of the comprehensive project amplifies the risk of experiencing a devastating flood as well as the loss of accrued benefits.

We note that the budget contains funds for studies that will not culminate in construction unless the ability-to-pay criteria now being used is changed to consider the economy of the area. These study funds may be better used elsewhere.

Mr. Simmons has listed for you some of the uncompleted parts of the overall projects that are omitted from this budget. Those parts are elements and features of a single comprehensive overall project and failure to complete them will cripple the project.

We request that if funds are appropriated for the Yazoo Basin reformulation study, then the Corps of Engineers be directed to complete it as rapidly as possible with no consideration given to reducing any flood protection now authorized.

We request that the Corps be directed to place emphasis on achieving the authorized 12-foot stable and reliable navigation channel between Baton Rouge, Louisiana and Cairo, Illinois in order that the economic benefits may be realized soon.

We believe that section 404 of the Clean Water Act of 1977 was a well-intended piece of legislation that is now being used by Federal and State agencies and by private organizations to delay the construction of needed water resource and flood control projects and that the procedures and regulations issued by Federal agencies pursuant to passage of this Act has deprived citizens of the use and enjoyment of their private property without due process of the law and such delays and deprivations are both unnecessary and intolerable.

We disagree with the policy of using so-called normalized prices for agricultural commodities to compute benefits of water projects. This policy unrealistically lowers the benefits derived and makes it very difficult to justify flood control projects in rural areas of our Nation.

We are of the opinion that the present administration of the ability-to-pay criteria, wetlands program, and the use of normalized commodity prices does not follow full Congressional intent, and that it has caused suffering both to private citizens and whole communities, and we urge the Congress to require the proper applications.

Our Federal program of river development and improvement must go on. The long history of the world proves that when a Nation hesitates in its internal betterment, it begins to slip backward. We need to move forward.

Thank you for the opportunity to express our concerns to this committee.

[The statement of Mr. Solomon follows:]

STATEMENT OF DAVID SOLOMON

PRESIDENT, WHITE RIVER DRAINAGE DISTRICT
OF PHILLIPS AND DESHA COUNTIES, ARKANSAS

AND

MEMBER, EXECUTIVE COMMITTEE
LOWER MISSISSIPPI VALLEY FLOOD CONTROL ASSOCIATION

SPOKESMAN

ON BEHALF OF APPROPRIATIONS FOR FLOOD CONTROL,
MISSISSIPPI RIVER AND TRIBUTARIES PROJECT
REQUESTING FISCAL YEAR 1991 APPROPRIATION

IN THE AMOUNT OF $334,500,000

STATMENT

BY

MR. DAVID SOLOMON

FOR THE

LOWER MISSISSIPPI VALLEY FLOOD CONTROL ASSOCIATION

Mr. Chairman and distinguished members of the Committee, my name is David Solomon. I am the President of the White River Drainage District of Phillips and Desha Counties with offices in Helena, Arkansas. Like the other speakers today I also serve as a member of the Executive Committee of the Lower Mississippi Valley Flood Control Association.

I am the final speaker for the Association and I shall attempt to summarize some of what our other speakers have said but also touch briefly on a few items contained in statements filed for the record.

As has been stated, we support the Fiscal Year 1991 Budget amount of $334,500,000 for the Mississippi River and Tributaries Project. We hope that between now and October first we are successful in our attempts to convince the Congress to direct more reasonable criteria for cost sharing in order that productive work can proceed on the uncompleted portions of the project.

While the work accomplished to date is serving a highly useful purpose in protecting the vast area from normal floods, the valley is still vulnerable to a greater flood, the imminence of which increases with each passing year. Each year's delay in completion of all the major features of the comprehensive project amplifies the risk of experiencing a devastating flood as well as the loss of accrued benefits.

We note that the budget contains funds for studies that will not culminate in construction unless the ability to pay criteria now being used is changed to consider the economy of the area. These study funds may be better used elsewhere.

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We disagree with the policy of using so-called normalized prices for agricultural commodities to compute benefits of water projects. This policy unrealistically lowers the benefits derived and makes it very difficult to justify flood control projects in rural areas of our nation.

We are of the opinion that the present administration of the ability to pay criteria, wetlands program and the use of normalized commodity prices does not follow full Congressional intent and that it has caused suffering both to private citizens and whole communities and we urge the Congress to require the proper applications.

Our federal program of river development and improvement must go on. The long history of the world proves that when a nation hesitates in its internal betterment it begins to slip backward. We need to move forward.

Thank you for the opportunity to express our concerns to this Committee.

Mr. BEVILL. Thank you. We appreciate your fine presentation, and certainly we will be working with Chairman Whitten and Mrs. Boggs and your entire delegation.

The Chair recognizes Chairman Whitten.

Mr. WHITTEN. May I say that this subcommittee has always been on the side of flood control and supported the Mississippi River and Tributaries project. We opposed to the last minute the requirement for 25 percent local contribution. It just doesn't seem right to have to pay 25 percent of the cost of handling the water 42 percent of the country sends down on us. Only when we found that we couldn't go any other way, did it happen.

Through the years this subcommittee has insisted on looking after the flood control problems. I am convinced that the Mississippi River and Tributaries project is one project, and each part is a part of the original plan.

Not only that, but the pumping plant in Issaquena County was put in on this side, by this subcommittee, several times. I mention this because we have a full committee meeting at 4:00 this afternoon, at which we will be considering the appropriation of a lot of money for foreign countries. We are not holding back expenditures elsewhere like we are for domestic programs. As I have said—and I believe in a balanced budget—we could leave all the paper money in the world to our children and they would still not make it. But if we leave them a strong country with good schools, harbors, highways and the like, they could make it.

We need to give attention to investment spending, and that is what this subcommittee does. I want to tell you that no committee in Congress or anywhere else has ever been a stronger supporter of your projects than this committee.

Another thing I think I should say is that when we get through here making appropriations, the administration, regulation, and handling of the funds goes to the Executive Branch. You can probably say the Executive Branch is against this committee.

Another item I should mention is the wetlands issue. I worked out an agreement with Secretary Page, Secretary Yeutter, and Secretary Lujan that determining wetlands had to be a matter of proof, and that if property is wetlands, you help the farmers by taking it out of their hands and paying them for it.

If property is not a wetland and is farm land, we need to see that it doesn't get identified as a wetland. Apparently, from my mail the last few days, that agreement has not made its way to where it should reach.

So, I want to thank this committee and all the members of it. They have stood with you from the start. Unfortunately, we don't run the world or the country, and I repeat again, once we get through in the Congress, the administration and the regulation of the various programs is in the executive branch. Sometimes you make a mistake by not going to the Budget Director.

There was a time when we had a lot of influence. Now they don't seem to want to give us next year what we have this year. I say this advisedly, this committee has been with you from day one, and I am glad to have the opportunity to say so.

Mr. BEVILL. Mrs. Boggs?

Mrs. BOGGS. Thank you, Mr. Chairman.

Mr. Chairman, as not only a Member of Congress on this committee from the Second District of Louisiana, where 41 percent of all the water in the nation eventually ends up, but also as the President of the Lower Mississippi Valley Flood Control Association, I thank you and all the members of the committee for these hearings. And I thank you, Mr. Chairman, for always standing behind us.

I hope you paid special attention to Mr. Besson's concern about the cost-sharing for levees located in places where there may be hazardous substances, because it would be a very, very difficult burden upon any local entity to have to dispose of the hazardous materials.

I don't think it should require local cost-sharing. I am glad he brought that out.

Mr. ALEXANDER. Would the gentlelady yield for just a moment?

Mrs. BOGGS. Certainly.

Mr. BEVILL. Mr. Alexander?

Mr. ALEXANDER. I would like to state for the record something that is already generally known, but for those who might be new before the committee today, in response to the request for reconsideration of the cost-sharing provisions from my good friend and colleague from Helena, Arkansas, Mr. Solomon. Just for the record, Chairman Whitten and Chairman Bevill and this subcommittee, together with support from the entire committee, held off the cost-sharing initiative for probably 20 years, and actively from 1972 through 1986.

Just for the record, the House sustained the leadership of this committee and rejected an attempt by the previous Administration to provide for cost-sharing that was finally adopted in the Senate, in the other body, I should say. Around here, we also try to be polite and not to be critical of the other body, because they can likewise be as critical of us.

I want to applaud the work of Chairman Bevill and Chairman Whitten and just observe that every member of this committee is solidly in support of the position stated by Chairman Whitten a moment ago. We would change it back the way it ought to be if we had the opportunity.

We are all watching for that opportunity to appear. If any of you have any insight as to when that might occur, we would always like to hear your views.

I was instructed that everyone should applaud to Mr. Solomon's remarks today.

Mr. SOLOMON. That was only to your staff.

Mr. ALEXANDER. Thank you very much, Mr. Chairman.

Mr. BEVILL. Thank each of you for a very fine presentation.

Mr. MYERS. May a "Damn Yankee" say something here? I will not take too much time. We do appreciate your remarks and the work you have done through the years. It is a pleasure to serve on this committee and to help people who want to help themselves. I am the only "Damn Yankee" here today, I guess, but we are big contributors to some of your problems.

We regret sending all that water your way and try to do something about it. But we don't get much help up there, either. Congratulations for your good work.

Mr. BEVILL. Mr. Myers is being very modest. He has been very helpful on this. He is 100 percent with us and does a great job, and he does send us that Wabash River water down to New Orleans and down the Mississippi.

Mr. MYERS. We tried to hold our water.

Mr. BEVILL. His conscience has to help him along somewhat with this. We thank each of you very much.

Mr. GRUGETT. Thank you again. I have some additional statements I would like to submit for the record.

Mr. BEVILL. They will be made part of the record.

[The information follows:]

TELEPHONE 901/396-1613

Lower Mississippi Valley Flood Control Association

2602 CORPORATE AVENUE, SUITE ONE

OFFICE OF THE EXECUTIVE VICE PRESIDENT MEMPHIS, TENNESSEE 38132

INDIVIDUALS ATTENDING HEARINGS BEFORE
THE ENERGY AND WATER DEVELOPMENT SUBCOMMITTEE ON APPROPRIATIONS
MARCH 27, 1990

MISSOURI

Consolidated Drainage District
1312 Warde
Charleston, Missouri 63834
Mr. Glenn Ault

Levee District #3 of Mississippi County
P.O. Box 176
Wyatt, Missouri 63882
Mr. Lester Goodin
Mr. Eddie C. Marshall, III
Mr. John Moxley
Mr. Ellott Raffety

Little River Drainage District
P.O. Box 159
Cape Girardeau, Missouri 63701
Mr. Harry Bock
Mr. Riley Bock
Mr. Larry Dowdy
Mr. Vic Downing
Mr. James Fletcher
Mr. E.B. Gee, Jr.
Mr. W.P. Hunter
Mr. A.C. Riley

St. Francis Levee District of Missouri
P.O. Box 77
Caruthersville, Missouri 63830
Mr. Billy Jack Davis
Mr. A.P. Kersey
Mr. Ted Streete

St. John's Levee and Drainage District
P.O. Box 316
Charleston, Missouri 63834
Mr. David Brewer
Mr. Ed Marshall

KENTUCKY

Fulton County Levee Board
223 Clinton Street
Hickman, Kentucky 42050
Mr. George Helm
Mr. Bob Sanger

TENNESSEE

West Tennessee Tributaries
P.O. Box 235
Friendship, Tennessee 38034
Mr. M.V. Williams

ARKANSAS

Cotton Belt Levee District #1
P.O. Box 610
Helena, Arkansas 72342
Mr. Joe St. Columbia
Mr. John King
Mr. Charles Roscopf

Helena Improvement District
P.O. Box 236
Helena, Arkansas 72342
Mr. James Frazier

Laconia Drainage and Levee District of Phillips County
417 Rightor Street
Helena, Arkansas 72342
Mr. Al Haraway

White River Drainage District of Phillips and Desha County
407 National National Bank Building
Helena, Arkansas 72342
Mr. J.B. Lambert
Mr. David Solomon

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INDIVIDUALS ATTENDING HEARINGS BEFORE
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MARCH 27, 1990

ARKANSAS CONTINUED

St. Francis Levee District
of Arkansas
P.O. Box 3899
West Memphis, Arkansas 72303
Mr. Sam Ashworth
Mr. James Campbell
Mr. Sanders Carter
Mr. William Clarke
Mr. C.L. Denton, III
Mr. Dan Felton, III
Mr. Bill Felty
Mr. Thomas McDaniel
Mr. W. Gordon Morris
Mr. W.P. Morrison
Mr. J.L. Shaver, Jr.
Mr. W.M. Smith, Jr.
Mr. Rueben Stubblefield
Mr. Earl Wildy
Mr. Steve Wilson

Yellow Bend Port Commission
P.O. Box 725
McGehee, Arkansas 71654
Mr. Ken Gober
Mr. Michael Jones
Mr. Bain Poole
Mr. David Rainey
Mrs. Charlotte Schexnayder

MISSISSIPPI

Mississippi Levee Board
P.O. Box 637
Greenville, Mississippi 38701
Mr. Murry Alexander
Mr. Fred Ballard
Mr. Rives Carter
Mr. John Darnell
Mr. J. Drue Lundy
Mr. F.H. Nance
Mr. Charles Tindall, III
Mr. Jim Wanamaker

Warren County Port Commission
P.O. Box 709
Vicksburg, Mississippi 39180
Mr. Jimmy Heidel

Rosedale-Bolivar County Port
Commission
P.O. Box 460
Rosedale, Mississippi 38769
Mr. Ancil Cox
Mr. Charles Dean
Mr. George Green
Ms. Lucy Janoush
Mr. A.R. Mann, Jr.
Mr. Brother Wilson
Mr. David Work

Tombigbee River Valley Water
Management District
P.O.Box 616
Tupelo, Mississippi 38802
Mr. Harold Blaylock
Mr. Ralph Byars
Mr. Gary Carnathan
Mr. James Cahtham
Mr. Fred Hayslett
Mr. T.E. Lott
Mr. Jimmie Mills
Mr. Robert Weir

Yazoo-Mississippi Delta Levee
Board
P.O.Box 610
Clarksdale, Mississippi 38614
Mr. Robert Coker
Ms. Nina Cook
Mr. Nick Chandler
Mr. Alex Gates
Mr. J.W. McClintock
Mr. Joe Mooney
Mr. Ben Pentecost
Mr. T.M. Simmons

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INDIVIDUALS ATTENDING HEARINGS BEFORE
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MARCH 27, 1990

LOUISIANA

Atchafalaya Basin Levee District
P.O. Box 170
Port Allen, Louisiana 70767
Mr. D.B. Barrow
Mr. Huey Brown
Mr. L.J. Gre-zaffi
Mr. Wallace Hargrave
Mr. Wilbert Huey
Mr. Fred Smith
Mr. Bobby Wilkinson

Bossier Levee District
P.O.Box 189
Benton, Louisiana 71006
Mr. Eddie Faith
Ms. Sandra Hotard
Mr. Timothy Larkin
Ms. Daliah Magee
Mr. Roy Pilkinton
Mr. Ralph Roberson
Mr. Thomas Taylor
Mr. A.M. Wallace

Caddo Levee District
P.O. Box 78282
Shreveport, Louisiana 71137
Mr. William James
Mr. Harold White
Mr. Sam Windham

Lafourche Basin Levee District
P.O.Box 190
Don[illegible]sonville, Louisiana 70346
Mr. [illegible]anley Folse
Mr. [illegible]col Hymel
Mr. [illegible]chael Kinney
Mr. Terry Ordoyne
Mr. Bobby Simoneaux
Mr. Randy Trosclair

Louisiana Dept. of Transportation and Development (Public Works)
P.O. Box 94245
Baton Rouge, Louisiana 70804
Mr. Ed Breckwoldt
Mr. David Grouchy
Mr. Curtis Patterson

Pontchartrain Levee Board
P.O. Box 146
Lutcher, Louisiana 70071
Mr. Jesse Bartley
Mr. Gerald Dyson
Mr. David Laborde
Mr. Lawrence Moch
Mr. Ronald St. Pierre

Teche-Vermilion Fresh Water District
315 South College, Suite 170
Lafayette, Louisiana 70503
Mr. Aubrey Blanchet
Mr. Ray Brignac
Mr. Kenneth Dehart
Mr. Carroll Fuselier
Mr. Jewitt Hulin
Mr. Jimmy Meaux
Mr. Cecil Pickard
Mr. T.J. Prejean
Mr. Donald Sagrara
Mr. Eugene Sellers
Mr. Harris Vallot

Tensas Basin Levee District
P.O.Box 68
Rayville, Louisiana 71269
Mr. Al Boughton
Mr. Bob Chapman
Mr. Paul Colquette
Mr. Jimmy Don Hudson
Mr. Rex Kervin
Mr. Harlan Nobles
Mr. John Stringer

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INDIVIDUALS ATTENDING HEARINGS BEFORE
THE ENERGY AND WATER DEVELOPMENT SUBCOMMITTEE ON APPROPRIATIONS
MARCH 27, 1990

LOUISIANA CONTINUED

Orleans Levee Board
Administration Bldg-Suite 202
New Orleans Lakefront Airport
New Orleans, Louisiana 70126
Mr. Walter Baudier
Mr. Steven Medo

Red River Valley Association
P.O.Box 709
Shreveport, Louisiana 71162
Mr. Don Duggan
LTG Edgar Harris
Mr. David Jay Nance
Mr. Pat Nelson

Red River Waterway Commission
701 Highway 6 Bypass
Natchitoches, Louisiana 71457
Mr. Norman Budd
Mrs. Coy Cooper
Mr. Marc Dupuy, Jr.
Mr. Richard Gibson
Mr. Ken Guidry
Mr. Odell Hodnett
Mr. Pat Johnson
Mr. Ben Littlepage
Mr. Robert Lucky
Ms. Cathy Penrod
Mr. T.D. Prestridge
Mr. Albin Provosty
Mr. Ned Randolph
Mr. Donald Sonnier

South Lafourche Levee District
P.O. Box 426
Galliano, Louisiana 70354
Mr. Wendell Curole
Mr. Leon Theriot

West Jefferson Levee District
P.O. Box 608
Marrero, Louisiana 70072
Mr. Ronald Besson
Mr. Ron Bordelon
Mr. David Camardelle
Mr. Eugene Fitchue
Mr. Alex Guidry
Mr. Louis Lacour
Mr. Leslie Lanusse
Mr. Phil Loyacano
Ms. Barbara Martin
Mr. Frank Muscarello
Mr. Franklin Price
Mr. Ray Satiny
Mr. Bill Scheffler
Mr. Roger Stack
Mr. Andy Valence

STATEMENT OF JOSEPH F. MOONEY, JR.

TO THE

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

March 27, 1990

SUBJECT: FY 1991 APPROPRIATIONS
Flood Control, Mississippi River & Tributaries

GROUP: Lower Mississippi Valley Flood Control Association

SUMMARY: Support the Association's request

Comments on Items in the Yazoo Basin

Dangers of Delay During Reformulation Study

Flood Damages Suffered in 1989 and 1990

Importance of Agriculture in the Delta

Appreciation to Congress for Benefits Received

Submitted by:
Yazoo - Mississippi Delta Levee Board
P. O. Box 610
Clarksdale, MS 38614

MR. CHAIRMAN AND MEMBERS OF THE SUBCOMMITTEE:

This statement - prepared by Joseph F. Mooney, Jr. of Clarksdale, Mississippi, Chief Engineer for the Yazoo-Mississippi Delta Levee Board and selected members of that Board, - is submitted today, March 27, 1990, on behalf of the entire Board and of the citizens they represent in the Yazoo Basin.

As members of the Lower Mississippi Valley Flood Control Association, we support the request for FY 1991 appropriations for the Mississippi River and Tributaries Project. We also support the concerns expressed by the general spokesman, Mr. Mark Simmons, and by the summation spokesman, Mr. David Solomon. We specifically support the FY1991 budget amount of $29,225,000 for the Yazoo Basin and wish to offer comments concerning each item within that budget:

Upper Yazoo Projects - the $2,275,000 will be applied to the continued construction of the 3A2 Levee. This remaining link in the protection for the City of Belzoni and the rural population of the surrounding area in Humphreys and Leflore County should be completed as quickly as possible.

Tributaries - The $4,200,000 will be applied to the second of four levee and channel items on the Pelucia Creek Project. This item is providing necessary flood protection for subdivisions on the south side of the City of Greenwood and the Rising Sun Subdivision in LeFlore County.

Demonstration Erosion Control - the $12,000,000 will be applied to a number of grade control structures in the many streams transitioning from the bluff areas into the Delta.

Big Sunflower - Steele Bayou - the $4,600,000 will be used for the construction of weirs and channel work in Item 66-B of the Steele Bayou work. This is one of the major outlets of the City of Greenville and involves work in and around the environmentally sensitive Swan Lake Area.

Yazoo Backwater Fish and Wildlife Mitigation Lands - the $250,000 will supplement the $4,000,000 worth of lands acquired during the current fiscal year for mitigation due to the construction of the Yazoo Backwater Project . The Corps of Engineers is to be complimented for successfully locating and acquiring from willing sellers the mitigation lands for fish and wildlife losses in this project area. We also commend the Corps of Engineers for their imaginative approaches to offset the effects of unavoidable damage to wildlife habitat and the environment. In addition to acquisition of lands, they are utilizing structures and construction work to enhance conditions for wildlife, particularly migratory waterfowl.

Reformulation Study - The $5,900,000 will continue the studies originally started as a two-year review study in 1989. This amount of money is needed because of the change in the scope and magnitude of the original review study. The information we are receiving on the reformulation study causes us concerns which we will now address more fully.

The reformulation study must be conducted in such a way as to permit construction of urgently needed work to proceed at the most orderly pace possible.

The President's Budget request for Fiscal Year 1991 provides 5.9 million dollars for a reformulation study of the Yazoo Projects. Through the U. S. Army Corps of Engineers, we have been advised that the study will be completed in phases as shown in this table.

Reformulation Study

Phase	Project	Start	Draft Report	Final Report
I	Pelucia Creek	Underway	March 90	March 90
II	Steele Bayou	Underway	December 91	December 92
III	Upper Yazoo Projects	Underway	December 92	December 93
IV	Yazoo Backwater	January 93	December 96	December 97
V	Tributaries	January 93	December 97	December 98

The format and timetable for the study seems totally unacceptable because of the critical delays that will be introduced into the schedules toward the completion of the various projects. Particularly noteworthy are the Upper Yazoo Projects item and the Tributary item which have such direct effect on the damages which will be described later in this statement. It seems quite obvious that the needs of the project beneficiaries and all the people of our state as expressed through the recommendations of our Governor would best be served by adhering closely to the original time schedule for restudy as directed by the Secretary of the Army in the fall of 1988. The Secretary indicated that FY 1989 and FY 1990 work would proceed on schedule while a two-year restudy was being conducted. Unfinished construction would be funded by FY 1991 appropriations, then, restudied items of work as approved would be placed into the FY 1992 and subsequent schedules.

Delaying approval of further construction on the Upper Yazoo Projects until after December of 1993 and approval of further construction on the Tributaries until after December of 1998 would introduce 5 to 10-year delays in scheduling critical construction. We wish to show you why these delays are unacceptable.

Nearly one/half million people of the Yazoo - Mississippi Delta were damaged in some way or another by repeated flooding during 1989, and again in 1990. Last spring, nearly 700,000 acres of land were flooded of which 490,000 acres were

cleared lands. Between 30,000 and 40,000 acres never did dry up sufficiently to raise a crop in the 1989 season.

Hundreds of householders in towns, rural communities, and on farms suffered repeatedly in 1989 and 1990 from the destruction of their household goods and property. They, and the children, and the elderly, endured hardship through the inability to use the public roads to go to and from work, schools, medical facilities, etc. They were imperiled by loss of access to medical facilities, by loss of police and fire protection, and by exposure to water bourne disease and pollutants from the breakdown of sanitary facilities. They suffered these damages in January of 1989, March of 1989, June of 1989, and again in February of 1990.

In 1989, the private damages described above, and the public damages such as destruction and deterioration of roads, bridges, and other infrastructure were so great that Governor Mabus found it necessary to declare most Delta Counties as disaster areas. Although these counties were not recognized as Federal disaster areas in 1989, there was some Federal help available primarily through Small Business Administration loans.

With the destructive floods which have taken place so far in 1990, Governor Mabus has once again had to designate many of those same counties as disaster areas to obtain state and federal assistance. This year, President Bush has named Coahoma County, Quitman County, Panola County, and Tallahatchie County as Federal disaster areas. Federal Disaster Assistance Centers have been set up in Marks, Mississippi and other locations where the amount of damages are being tabulated and sources of assistance are being identified.

The four counties along the Yazoo - Tallahatchie - Coldwater System which still have not received their proper share of flood relief are Quitman County, Tallahatchie County, Panola County, and the northern part of Leflore County. In these counties, the Yazoo and Tallahatchie Rivers simply do not have sufficient capacity to carry the project flood flows without spilling out and causing extensive flooding. When these rivers are full, the tributaries cannot empty so that heavy rainfalls in many Delta communities have nowhere to go. Waters simply backup into homes, into sanitary systems, over streets and roads causing human misery and economic loss.

Additionally, since the Yazoo and Tallahatchie Rivers do not have adequate capacity to handle project flood flows, the discharges from the four reservoirs must be kept at well below design discharges in order to prevent unnecessary downstream flooding. In periods of repeated heavy rainfall such as we experienced

last spring and are experiencing again this year, levels in the reservoirs cannot be lowered sufficiently between rain events, thereby causing the reservoirs to approach or exceed their storage capacity. Once the storage capacity is exceeded, the Corps of Engineers begins to lose the ability to regulate and to moderate flows through the Tallahatchie and Yazoo Rivers. The people of the four counties cited are then at the full mercy of the elements.

The Upper Yazoo Projects and the Tributary Items are the last important parts of the Yazoo Headwater Project remaining to be completed. They are essential in that they provide the channel capacities required to safely carry the flood flows of the Yazoo Basin through the Delta and into the Mississippi River. Relief from the terrible damages to the people of the East Delta Counties can only come to the same degree and in the same time frame as the increments of these projects are completed and become effective. Any delay in construction will only result in continued losses from flood damages.

Reformulation should recognize the importance of agriculture to the economic health of the Delta, of the State, and of the Nation.

Farm production and light manufacturing form the basis of the Delta economy and contribute significantly to the state and national economies. Some economists maintain that production of crops and goods are the only true measure of economic vitality. Assuming they are correct, these repeated flood losses constitute a terrible drain on our local and state resources and are partly responsible for the economic depression of our area. Initial reports from those studying poverty and employment opportunities in communities along the Mississippi River seem to indicate that flood control and healthy agriculture are essential to the economic wellbeing and development of our area.

As stated, agricultural flooding was a severe problem in1989. Stoneville Experiment Station economists published this table of flood losses.

1989 Estimated Flood Losses in the Mississippi Delta

	Acres flooded	3-yr avg yield per acre	Value of lost production
Cotton	41,450	764 lb.	$25,507,803
Soybeans	373,000	19.6 bu.	$44,888,312
Rice	1,300	53 cwt.	$420,290
	415,750		$70,816,405

4

This gloomy agricultural picture is being repeated again in 1990 because of winter wheat losses, and with reservoirs at very high levels, the stage is set for a repeat of last year's crop losses. It should be noted that the flooded lands are not all in one big location. They are scattered throughout the stricken areas depending upon the topography and contours of the land. Because they are scattered, they cause inefficiency to agricultural operations on lands that were spared actual flooding, and they preclude simple solutions like purchasing the flood prone lands and converting them to some other use.

Maintenance of rivers and tributaries must proceed concurrently with any other activities including studies.

Although we seldom offer comment concerning matters of operation and maintenance, it seems that timely maintenance of the Tallahatchie River and of tributaries such as Cassidy Bayou are critical as we wait for the Upper Yazoo Projects' construction work to come to that area. At present, the maintenance is being held up for environmental paperwork, thereby greatly compounding the problems of people in Lyon, Tutwiler, Lambert, and Marks, all of which are urban areas that are supposed to get priority attention.

Thanks to the Congress for the benefits already received from the Projects.

As terrible and unnecessary as the described damages are because the Yazoo Projects remain uncompleted, we must be aware that major areas of the Delta are relatively flood free because of the work already completed and in place. For example, the completion of Arkabutla, Sardis, Enid, and Grenada reservoirs greatly reduced the volume and frequency of serious headwater flooding in the counties along the Yazoo river system. In the lower reaches of the Yazoo River, the completion of the Lower Auxiliary Channel and the completion of the first 18% of the Upper Yazoo Projects have reduced flood stages by 4 to 5 feet all the way up to the Belzoni area. The combined effects of the completed works is to reduce flood heights, flood frequency, and flood duration. The damages prevented by the completed works during major floods of 1973, 1983, and 1989 probably far exceed the amount already spent on all the projects.

We respectfully request that the Congress direct the Corps of Engineers to conduct the reformulation study in such a way as to avoid any delay in the orderly prosecution of vitally needed flood control works in the Yazoo Basin. We are confident that the Congress recognizes the tremendous benefits of the work in place and the urgency to complete the project as rapidly as possible. We urge that you continue to fund a reasonable schedule of flood control construction and to fund concurrent mitigation for unavoidable wildlife and environmental losses.

Robert E. Coker
P. O. Box 868
Yazoo City, MS 39194

STATEMENT OF ROBERT E. COKER

TO THE

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

March 27, 1990

SUBJECT: FY 1991 APPROPRIATIONS
Flood Control, Mississippi River & Tributaries

GROUP: Lower Mississippi Valley Flood Control Association

SUMMARY: Support for the Upper Yazoo Projects

Urgent Need for Construction to Proceed Without Delay

Mr. Chairman and Members of the Subcommittee:

I am Robert Coker; my home is in Yazoo City, Mississippi; and I farm in Yazoo County, Mississippi. I submit this statement in support of the Yazoo Headwater Project in general, and of the Upper Yazoo Projects in particular. The opinions I express are based upon the insights and experience I gained from my sixteen years of service as a Commissioner for the Yazoo - Mississippi Delta Levee District and from knowledge and information passed on to me by my father, Sam H. Coker, during part of his thirty years of service to the same Levee Board.

Having witnessed and experienced the terrible destruction of repetitive floods of the Yazoo Basin, my father was already committed to the rapid completion of the designed plan before he became a member of the Levee Board. It is hard to believe that after his working lifetime and nearly half of mine, the Yazoo Headwater Project still is far from completion.

In Yazoo County, most of the planned work is complete, and we can see the benefits at first hand. Though the upstream floods continue to occur all too frequently, by the time the flows reach our area the river channels have adequate capacity to handle the flows. The levees are available to take care of those occasions when highwater on the Yazoo River meets high stages on the Mississippi River. It would be easy for me and my neighbors to sit back and be unconcerned about the balance of the project, but that would not be right, and we cannot do so.

Both our predecessors and our contemporaries have made extensive and prolonged sacrifices to bring the project along to its present point. Many, many people have devoted a great deal of time, money and energy to develop the concepts - to promote them locally, on the State level, and on the Federal level, and to work with the Corps of Engineers to accomplish them. Throughout the basin, many people have willingly given up the lands and rights of way required to bring the project to this stage of completion. At the reservoir sites, people had to give up their ancestral homes, farm lands, and in some cases entire towns, to provide the right of way necessary for those reservoirs to function. In my county, landowners gave up the right of way necessary for the Lower Auxiliary Channel which helped reduce flood levels upstream in Humphreys County and Leflore County by as much as five feet. My family and I have given up land for levees along the Yazoo River and for spoil pits for the enlargement of the Yazoo River.

It seems so wrong to me that a few people in the middle reaches of the river who are unwilling to accept the small sacrifices they are called upon to make are able to thwart a project for which so many others have willingly sacrificed. It seems quite selfish for those few people to enjoy the flood relief they have gained at the expense of people in my county and in the hill counties, and yet be willing to stand in the way of extending similar flood relief to the people of Quitman County and Tallahatchie County. Being as generous as I can be, I can only assume that they are being lulled into a false sense of security because of the success of the portions of the project that have already been completed.

Opponents of the project have been quoted concerning the environmental damages of the project, but most of the quotes I have seen are vague and unspecific. I can best judge the project by my own personal experience. As I testified to the Governor's Advisory Committee, the earliest work on the Upper Yazoo Projects was done through me and my neighbors in 1976 and 1977. It included the construction of a levee and the construction of a spoil disposal pit. A levee was constructed through a 400 acre woodland on my property, and the levee was placed on the highest ground so that there was no disturbance to the approximately 150 to 200 acres of wetlands in these woods. The 30 acre spoil disposal pit was constructed on what was then cultivatable land planted to cotton. I have kept this disposal pit clean and in cultivation, but most of my neighbors have allowed theirs to grow up resulting in additional haven for waterfowl, deer and wildlife.

Even with the levee going through my 400 acre woodland, the area still supports deer, squirrels, rabbits, and other wildlife, and during the winter months, some waterfowl. I can honestly say I don't know of any adverse environmental impacts related to this project on this particular place. I have about the same amount of woodland and the same amount of wetland, and I have certainly just as much wildlife. The main difference is it's more accessable. The major impact on this area due to this project has been relief from the floods that we used to experience regularly before the project. I cannot speak for my neighbors up and down the river, but I believe most of them would agree with me in saying that the adverse environmental impacts as a result of this project are almost nonexistent.

Mr. Chairman and Members of the Subcommittee, I submit to you that the plan for the Yazoo Headwater Project, including the Upper Yazoo Projects, as authorized and approved by the Congress is well conceived and has tremendous merit. The benefits which have already been realized from the portions of the project which are now complete stand as testimony to the validity of the project. Careful examination of the facts reveal that environmental damages are minimal and that steps are being taken to provide mitigation for those damages that are unavoidable. The project as presently conceived is both economically and environmentally sound.

Can we, as a nation, afford to lose the productive capacity of this area when our healthy, growing nation is already losing additional highly productive farmland everyday to subdivisions, highways, and similar permanent uses? We must be aware of these trends, and we should consider the fate of small towns already under great stress because of modernization and the reduced need for labor to carry on present agricultural enterprises.

The only apparent flaw to the plan for the Yazoo Headwater Project is the length of time required to extend the needed flood relief to the upper reaches of the Delta, particularly Quitman and Tallahatchie Counties. I urge you to instruct the U. S. Army Corps of Engineers to keep all re-studies and re-evaluations to the absolute minimum of time required thereby preventing any additional delay in providing upstream relief.

I thank you for the opportunity to provide you with this statement and will hope for your favorable consideration of my comments and request.

STATEMENT OF JAMES E. WANAMAKER

TO THE

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

ON BEHALF OF THE

APPROPRIATION FOR FLOOD CONTROL

MISSISSIPPI RIVER AND TRIBUTARIES PROJECT

REQUESTING FISCAL YEAR 1991

APPROPRIATION IN THE AMOUNT OF $334,500,000.00

MARCH 27, 1990

BOARD OF

MISSISSIPPI LEVEE COMMISSIONERS

J. DRUE LUNDY, PRESIDENT

P.O. BOX 837

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POLLY W. PRITCHETT, SECRETARY

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

I am James E. Wanamaker, Chief Engineer, Board of Mississippi Levee Commissioners, Greenville, Mississippi, and I have the privilege of presenting this statement on behalf of that Board and the citizens of this levee district comprising the counties of Bolivar, Washington, Issaquena, Humphreys, and Warren in the lower Yazoo Basin in Mississippi.

As members of the Lower Mississippi Valley Flood Control Association, we strongly support the need for continued funding of the Mississippi River and Tributaries Projects. As was evidenced by the flood events during the past twelve months, these needed flood control projects cannot be completed soon enough. Realizing the tremendous burden placed upon Congress to reduce spending, we appear before you in support of the budget, although there are several items that we feel need to be brought to the attention of the committee.

We cannot help but notice the absence of a number of vital projects from the budget request. In almost every case, these projects have been dropped due to the lack of "Ability to Pay", by the local sponsors, under current guidelines being used to compute the amount of cost sharing. This is something that we were told would not happen. On numerous occasions, during the debate on the Water Resources Development Act of 1986, it was stated that beneficial projects would not be rejected simply because the local interest lacks the resources to pay a share of the cost.

One of the projects not budgeted this year is the Yazoo Backwater Pumping Plant. Until this final element of the Yazoo Backwater Project, authorized almost fifty years ago, is complete, the residents of the lower delta will continue to suffer the hardship and losses from flood damage so that others may benefit. This area today has the threat of flood held precariously over their heads with the reservoirs (Arkabutla, Sardis, Enid, Grenada) almost twenty feet above rule and the Mississippi River just below flood stage. Water in the Backwater area has been above 87.0 feet for over a month and just as the water starts to fall, another rise is on the horizon.

During the flood experienced in the Mississippi Delta during July 1989, the inadequate capacity of the Steele Bayou Structure to pass the required flows was demonstrated when three to four feet of water was held in the Backwater area behind this structure, which was designed to be complemented with the construction of the Yazoo Backwacer pumps. The pumps have unjustly been declared a separable item for cost sharing and the project cannot function as authorized without their construction.

Also, as defined by Senator Abnor in the Congressional Record of March 26, 1986, the physical construction of the Yazoo Backwater pumps began on March 25, 1986, when the contract was let. This is over a month before the effective date of April 30, 1986, contained in the law.

During the last forty years, the waters have continued to rise as other areas became leveed, pumping plants completed, and channels improved. These projects put more water to the lower Mississippi Delta faster than ever before. This is evidenced by the fact that the 1973 revised flowline on the Mississippi River is 7 feet higher than the 1956 flowline.

The lower Mississippi Delta counties of Sharkey and Issaquena bear the brunt of the damages being inflicted by this flooding. These two counties were included among the ten counties with the lowest per capita income as identified in the Interim Report of the Lower Mississippi Delta Development Commission. The unemployment rate for these counties exceeds 24%, many times the national average. There is no way imaginable for this area to finance the costs involved for this project as computed under the current guidelines being used by the Corps of Engineers.

As representatives of this area, we plead with you to include clarifying language into the law that will enable the construction of this project to continue free of cost sharing.

Another item in the budget that appears to again delay these much needed projects is the reformulation study of the Yazoo Basin Project, budgeted for $5,900,000 in fiscal year 1991. This has replaced what was presented to us in the fall of 1988 by the Corps of Engineers as a two-year restudy of the project. The two-year study was to coincide with the agreement that the fiscal 1989 and 1990 construction starts would be continued on schedule. Now with the proposed study being expanded, we are faced with two to four years without any construction starts being scheduled. This means that the residents of Greenville and the north delta area must suffer the threat of flood for whatever length of time it takes to complete this study.

We ask that this study be completed as rapidly as possible to avoid subjecting these people to the personal and economic losses they are now experiencing.

We have always realized the need to consider greater levels of flood projection for urban areas and have supported the reduction of impacts on the environment as is to be considered in this study. We cannot agree that reduced levels of agricultural intensification be a guideline to be considered in this study. Agriculture is the backbone of the economy of the Mississippi Delta, and its contribution to the economy of the Delta and the nation cannot be ignored. Any study that reduces the value of agriculture to the Mississippi Delta cannot have merit.

We ask that you do whatever is necessary to insure that the reformulation study be completed in a timely manner in order to provide an unbroken schedule of construction. The people of these areas cannot afford any unnecessary delays in providing these needed projects. We cannot help but be concerned when we see an actual reduction in construction funding in excess of $14,175,000 (includes $5,900,000 for reformulation and $8,275,000 reduced budget request) for the Yazoo Basin, MS in the Fiscal Year 1991 Budget Request. This reduced amount of construction funding can only lead to more delays which, in turn, causes more losses to our residents and higher costs to complete the project.

The Main Line levees along the lower Mississippi River are the most important feature of the Mississippi River and Tributaries Project. We support the budget request of $20,300,000 for continuing the programs to strengthen these flood control structures.

The projects contained in the Mississippi River and Tributaries Budget have proven to be an investment that has provided a return to the economy of our country. We are grateful for the consideration given to us by the committee and appreciate the opportunity to present our requests to you at this time.

ALBERT J. LaPLACE, PRESIDENT

The Board of Levee Commissioners
OF THE
Pontchartrain Levee District
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PROTECTING YOU AND YOUR FAMILY

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STEPHEN CUPIT
JOSEPH GAUTREAU
DAVID LABORDE
KERNELL GOUDIA
LAWRENCE MOCH
RONALD ST. PIERRE

STATEMENT
PRESENTED TO
COMMITTEE ON APPROPRIATIONS
SUBCOMMITTEE ON ENERGY & WATER DEVELOPMENT

BY
BOARD OF COMMISSIONERS
PONTCHARTRAIN LEVEE DISTRICT
POST OFFICE BOX 426
LUTCHER, LOUISIANA 70071

IN SUPPORT OF
APPROPRIATIONS FOR FLOOD CONTROL, FY 1991
MISSISSIPPI RIVER AND TRIBUTARIES PROJECT

MARCH 27, 1990
10:00 A.M. - SENATE
2:00 P.M. - HOUSE OF REPRESENTATIVES

"AN EQUAL OPPORTUNITY EMPLOYER"

R. REY J. LAPLACE, PRESIDENT
JULIE BARTLEY, VICE PRESIDENT

The Board of Levee Commissioners
OF THE
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LAWRENCE MOCK
RONALD ST. PIERRE

March 27, 1990

STATEMENT IN SUPPORT OF FY 1991 FLOOD CONTROL APPROPRIATIONS
MISSISSIPPI RIVER AND TRIBUTARIES

PRESENTED TO SENATE AND HOUSE COMMITTEES ON APPROPRIATIONS,
SUBCOMMITTEES ON ENERGY AND WATER DEVELOPMENT

The Levee District

The Pontchartrain Levee District extends downstream from the City of Baton Rouge a distance of 115 river miles, includes the east (left descending) bank of the Mississippi River, and is comprised of portions of East Baton Rouge, Iberville, Ascension, St. James, St. John and St. Charles Parishes. The Mississippi River east bank levee is continuous throughout the Levee District, including the Bonnet Carre Floodway.

Extensive development of major industries has taken place in the Pontchartrain Levee District. Along with industrial growth, our Levee District has witnessed a dramatic companion increase in residential and urban expansions. Substantial portions of the Levee District area are used for agriculture. Three nationally ranked deep-water ports are located in and near the Pontchartrain Levee District, the Baton Rouge Port, South Louisiana Port, and New Orleans Port.

The District contains numerous pipeline systems which deliver goods to nationwide distribution points. Interstate Highways 10 and 55 and a number of major U.S. Highways traverse the Levee District, along with major railroads. The Mississippi River 55-foot deep ship channel is the western Levee District boundary.

All these features and many other improvements are protected by the Mississippi River & Tributaries Flood Control Project. Only through continuous, effective flood control improvements and maintenance can this area and the lower river valley meet requirements to serve national needs for industry, employment, deep-water navigation, highway and rail transportation, major pipelines, residential, agriculture and related activities.

The Board of Levee Commissioners
of the
Pontchartrain Levee District

RECOMMENDATIONS

Mississippi River Levees: (Amount Budgeted: $20,300,000)

(Amount Recommended: $20,300,000)

In the Pontchartrain Levee District alone several reaches o. main line levee must be enlarged and slope paved to change the current status of partial flood protection. Priority should be given to Darrow-Central, Baton Rouge Front and LaPlace-Reserve Levees along with East Baton Rouge Seepage Berm. Earlier this month Union Levee Repairs and Slope Pavement was completed. St. Gabriel Levee is currently under construction. These items are all essential elements and the program must be continued with determination. Future levee enlargements and slope paving are required in five of six Parishes of the Levee District. The Board of Commissioners, Pontchartrain Levee District, urges appropriation of at least $20,300,000 for levee construction in fiscal year 1991. This same amount is carried in the budget.

Channel Improvement: (Amount Budgeted: $109,875,000)

(Amount Recommended: $109,875,000)

Main line levees must be protected from caving banks throughout the lower river reaches where extremely narrow battures are the last line of defense against levee crevasses and failures. There simply is no place left for levee setbacks in the Pontchartrain Levee District. The only proven remedy is to stabilize these continually eroding banks with revetment construction.

We are pleased that the budget level is not declining but should be greater to offset increased costs. This level of spending actually represents a cutback. Revetment work in Louisiana below Old River is only some sixty percent complete. Postponement of critical locations will result in higher costs and could cause levee setbacks. The Pontchartrain Levee District, Board of Commissioners, urges Congress to appropriate $109,875,000 for fiscal year 1991, which is the budgeted amount.

Lake Pontchartrain & Vicinity Hurricane Protection Project

The Pontchartrain Levee District is the local assuring agency for that portion of the project in St. Charles Parish. Full cooperation is being given to the Corps of Engineers. Currently, the Levee District is in process to obtain rights-of-way for construction in this calendar year.

The Board of Commissioners, Pontchartrain Levee District, recommends Congress to appropriate adequate funding to advance the project on an orderly basis.

The Board of Levee Commissioners
of the
Pontchartrain Levee District

CONCLUSION

The Board of Commissioners, Pontchartrain Levee District, compliments the Subcommittees on Energy and Water Development for the keen understanding of real needs for the HR&T Flood Control Project and the efficient, alert actions taken to appropriate funds for its many complex requirements. Special commendations are extended to distinguished Louisiana Members of those Committees, Congresswoman Lindy Boggs and Senator Bennett Johnston. We endorse recommendations presented by the Association of Levee Boards of Louisiana, Louisiana Department of Transportation and Development, Lower Mississippi Valley Flood Control Association, Red River Valley Association and Ouachita River Valley Association.

Respectfully submitted,

Aubrey J. LaPlace, President
Board of Commissioners
Pontchartrain Levee District

Jesse Bartley, (Ascension Parish), Vice-President
Stephen Cupit, (St. John Parish)
Joseph Gautreau, (Ascension Parish)
Kernell Goudia, Sr., (St. John Parish)
David Laborde, (St. James Parish)
Aubrey J. LaPlace, (Iberville Parish), President
Lawrence Moch, (East Baton Rouge Parish)
Ronald St. Pierre, (St. Charles Parish)

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The Little River Drainage District

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Assistant Secretary
/Treasurer

Harry H. Bock, Attorney
New Madrid, Mo.

STATEMENT O LARRY D. DOWDY
THE LITTLE RIVER DRAINAGE DISTRICT
CAPE GIRARDEAU, MISSOURI

MARCH 27, 1990

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

MY NAME IS LARRY D. DOWDY. I LIVE IN CAPE GIRARDEAU, MISSOURI AND SERVE AS MAINTENANCE SUPERVISOR AND SECRETARY/TREASURER FOR THE LITTLE RIVER DRAINAGE DISTRICT WHICH SERVES A LARGE PORTION OF LAND IN SOUTHEAST MISSOURI. OUR DISTRICT IS INVOLVED IN THE MOVEMENT OF APPROXIMATELY TWO MILLION ACRES OF LAND. MY TESTIMONY WILL RELATE SPECIFICALLY TO THE F. Y. 1991 APPROPRIATION FOR THE ST. FRANCIS BASIN PROJECT WHICH IS A PART OF THE MISSISSIPPI RIVER AND TRIBUTARIES PROJECT WHICH YOU ARE MOST FAMILIAR WITH.

MY TESTIMONY IS ON BEHALF OF OUR DISTRICT AS WELL AS OTHER LEVEE AND DRAINAGE DISTRICTS WITHIN THE ST. FRANCIS BASIN PROJECT, BEING BOTH IN SOUTHEAST MISSOURI AND NORTHEAST ARKANSAS. TO MY KNOWLEDGE, ALL OF THE DRAINAGE AND LEVEE DISTRICTS THAT WE ARE REPRESENTING TODAY ARE LOCALLY TAX FUNDED AND OPERATED AND ARE DEPENDENT UPON EACH OTHER FOR THEIR OUTLET OF WATERS THROUGH THE ST. FRANCIS RIVER AND ULTIMATELY DEPOSITING THAT WATER IN THE MISSISSIPPI RIVER NEAR HELENA, ARKANSAS.

IN THE PROPOSED 1991 BUDGET THERE IS INCLUDED $10.5 MILLION FOR CONSTRUCTION IN THE ST. FRANCIS BASIN AND WE BELIEVE THAT THIS AMOUNT IS ADEQUATE AND WE ASK THAT YOU GIVE YOUR SUPPORT TO THIS BUDGETED AMOUNT. ALSO THERE IS $2.685 MILLION FOR VARIOUS PROJECTS WHICH ARE BEING SURVEYED AND STUDIES ARE BEING DONE FOR THE CONTINUATION OF PLANNING AND ENGINEERING IN ORDER TO ADVANCE A FINAL PROJECTION ON THESE ITEMS. WE ARE LIKEWISE REQUESTING THAT YOU APPROVE AND SUPPORT THOSE BUDGETED AMOUNTS.

FURTHER, AND VERY IMPORTANT TO OUR DISTRICT, IS THE MONIES THAT ARE WITHIN THE BUDGET FOR MAINTENANCE OF PROJECTS THAT THE FEDERAL GOVERNMENT HAS COMPLETED AND UPON WHICH THE RESPONSIBILITY OF MAINTENANCE IS THAT OF THE FEDERAL GOVERNMENT. THESE AMOUNTS OF $121,000,000 OF WHICH SOME WILL BE SPENT WITHIN SOUTHEAST MISSOURI AND NORTHEAST ARKANSAS ARE AMOUNTS WHICH WE SUPPORT WHOLEHEARTEDLY.

THE OVERALL ASKING FOR THE MISSISSIPPI RIVER AND TRIBUTARIES PROJECT IS $334,500,000 WHICH IS THE AMOUNT THAT WE ASK YOU TO SUPPORT AND THAT THESE AMOUNTS CAN AND SHOULD BE ADEQUATE TO CONTINUE THIS MUCH NEEDED PROJECT.

WE ALSO MUST POINT OUT TO YOU THAT THE MISSISSIPPI RIVER AND TRIBUTARIES PROJECT WAS A CONGRESSIONAL SET PROJECT THAT WAS ESTABLISHED BY LAW TO SOLVE A NATIONAL PROBLEM AS THE MISSISSIPPI RIVER CARRIES OVER FORTY PERCENT (40%) OF THE WATER THAT FLOWS THROUGH OUR NATION AND SOME PARTS OF CANADA. WE WISH THAT THIS OBJECTIVE THAT WAS INITIATED SOME TIME AGO BY MEMBERS OF CONGRESS, COULD CONTINUE TO BE AS IT WAS INTENDED AND NOT AS WE SEEM TO BE DRIFTING FURTHER AND FURTHER FROM THE PROJECT BEING A NATIONAL PROBLEM, BUT ONE THAT IS OF BENEFIT ONLY TO THOSE WHO CAN AFFORD IT, AND THOSE WHO CAN'T CONTINUE TO SUFFER FROM THEIR NOT BEING ABLE TO PROVIDE THE COST-SHARING THAT WAS IMPLEMENTED JUST A FEW YEARS AGO.

AS AN EXAMPLE OF A PROJECT THAT IS WITHIN OUR IMMEDIATE AREA WHICH WILL, FOR ALL INTENTS AND PURPOSES, GO UNDONE BECAUSE OF THE PRESENT COST SHARING CRITERIA, I WILL GIVE YOU SOME INFORMATION PERTAINING TO IT. BECAUSE NO ONE IS ABLE TO PROVIDE THE COST-SHARING AMOUNTS WHICH WERE A MINIMUM OF TWENTY-FIVE PERCENT (25%). THE INCONVENIENCES AND PROBLEMS WILL CONTINUE AS THEY HAVE FOR MANY YEARS. A STUDY HAD BEEN REQUESTED TO EXTEND WORK ON AN OLD FORK OF CASTOR RIVER WHICH WAS NOTHING MORE THAN AN OLD SLOUGH WHICH DID NOT HAVE CONTINUAL FLOWS BUT DID SERVE AS AN OUTLET FOR LOCAL WATERS DURING HEAVY RAINFALLS. FOR YEARS MANY ROADS HAVE BEEN INUNDATED, HOMES FLOODED, WELLS POLLUTED, AND OTHER SUCH INCONVENIENCES RESULT BECAUSE NO ONE WILL, OR CAN, DO THE NECESSARY WORK THAT IS REQUIRED. YET THOSE WHO ARE SUFFERING FROM THESE INCONVENIENCES OF FLOOD WATERS ARE DOING SO BECAUSE THE WATERS THAT ARE COMING INTO THEIR HOUSES AND ON TO THEIR LANDS IS FROM WATERS THAT HAVE ORIGINATED SEVERAL MILES AWAY. AT PRESENT THE GROUND RULES THAT ARE BEING USED BY THE U. S. ARMY CORPS OF ENGINEERS, NO RELIEF IN THE NEAR FUTURE IS IN SIGHT.

WE RECOGNIZE THAT THERE IS A NEED TO REDUCE THE FEDERAL BUDGET AND AS WE HAVE DONE IN THE LAST SEVERAL YEARS, WE ARE NOT ASKING FOR AN INCREASE IN THE ABOVE MENTIONED PROJECTS, BUT ARE ONLY ASKING FOR THOSE AMOUNTS THAT ARE WITHIN THE PROPOSED 1991 BUDGET. WE RESPECTFULLY REQUEST THAT YOU GIVE DUE CONSIDERATION TO THESE REQUESTS AND HOPE IN TIME WE CAN CHANGE SOME OF THE PROBLEMS THAT ARE DELAYING AND PLACING IN JEOPARDY OTHER GREAT AND CONTINUAL PROJECTS THROUGHOUT THE ENTIRE VALLEY AND SPECIFICALLY WITHIN OUR REGION.

SINCE COMPILING THE ABOVE INFORMATION, OUR ASSOCIATION HAS BECOME AWARE THAT THERE ARE ADDITIONAL CAPABILITIES FOR APPROXIMATELY SEVENTEEN (17) VARIOUS ITEMS WITHIN THE MAINTENANCE AND OPERATIONS OF THE MISSISSIPPI RIVER AND TRIBUTARIES PROJECT IN NORTHEAST ARKANSAS AND SOUTHEAST MISSOURI, AND THESE CAPABILITIES ARE $5.492 MILLION IN ADDITION TO THAT INCLUDED IN THE 1991 PROPOSED BUDGET. WE WOULD LIKE YOUR SUPPORT FOR THESE ADDITIONAL MONIES IF THERE IS NOT MONEY WITHIN THE 1991 PROPOSED BUDGET THAT COULD BE TRANSFERRED TO DO THESE NECESSARY AND MUCH NEEDED MAINTENANCE PROBLEMS. THE LARGEST ITEM OF THIS $5.492 MILLION IS FOR A CHANNEL CLEANOUT IN ARKANSAS NEAR HIGHWAY 64 AND THE TOTAL AMOUNT OF THE PROJECT IS $1.525 MILLION. THE NEXT LARGEST ITEM IS FOR REPAIR OF SOME SCOURING OF CASTOR RIVER IN MISSOURI AND THE AMOUNT OF THAT ITEM IS $1.050 MILLION. AS YOU CAN SEE, ALMOST HALF OF THIS WORK IS ENTAILED IN THOSE TWO PROJECTS. WE WOULD HOPE THAT YOU WOULD FIND A FAVORABLE SUPPORT OF THESE ITEMS AS ADDTIONAL MONEY THAT COULD BE ADDED TO THE 1991 BUDGET, WHICH WILL BE PROJECTS THAT WILL RENDER GREAT BENEFITS TO THE LANDOWNERS AND CITIZENS WHO ARE AFFECTED BY THEM.

ANOTHER ISSUE THAT WE WOULD LIKE TO INFORM YOU ABOUT THAT COULD BE, AND PROBABLY WILL BE A VERY DEFINITE AND REAL PROBLEM, IS THE WETLANDS ISSUE, WHICH IS BEING IMPLEMENTED BY VARIOUS FEDERAL AGENCIES. IN THIS CURRENT AGREEMENT OR ACT WE SEE A TOTAL IGNORING OF THE NEEDS OF THE RURAL AND FARMING AREAS AND WE ALSO FEEL THAT THE PRESENT IMPLEMENTATION OF THAT ACT IS NOT FAIRLY ADMINISTERING THE CONGRESSIONAL INTENT. IT APPEARS TO US THAT THE INTENT OF THE EXECUTIVE DEPARTMENT IS TO REDUCE OR LITERALLY SHUT DOWN THE PRODUCTION OF AGRICULTURE, AND IF THAT IS SO, THEN THEIR EFFORT IS WORKING QUITE WELL. IF THERE IS ANYTHING THAT THIS COMMITTEE CAN DO TO CHANGE THE TENOR OF THAT ACT OR THE INTERPRETATION OF IT, THEN WE WOULD GREATLY APPRECIATE YOUR SUPPORT AND EFFORTS IN THAT WAY.

RESPECTFULLY SUBMITTED,

Leonard Dowdy

MAINTENANCE SUPERVISOR
SECRETARY-TREASURER
THE LITTLE RIVER DRAINAGE DISTRICT

SUMMARY

STATEMENT OF BILLY J. FELTY

REQUESTING APPROPRIATIONS OF $10,200,000 FOR THE ST. FRANCIS BASIN PROJECT AND A TOTAL OF $334,500,000 FOR THE MISSISSIPPI RIVER AND TRIBUTARIES PROJECT.

STATEMENT OF BILLY J. FELTY

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

My name is Billy J. Felty. I live in West Memphis, Arkansas, and I am Chief Engineer of the St. Francis Levee District of Arkansas. I am filing this statement in behalf of the Levee and Drainage Districts in the entire St. Francis Basin, Missouri and Arkansas, which depends upon the major drainage channels included in the St. Francis Basin Project for outlets for the complex drainage system in the basin. I know that you are familiar with our system of locally funded and operated Drainage Districts, each limited to work within its own boundaries and dependent upon others for outlets to the St. Francis and Mississippi Rivers.

The first authorization for work in the St. Francis Basin Project was in 1936. Local interests in Missouri and Arkansas have cooperated fully with each other in seeking funds and attempting to expedite the work which is so important to the entire basin. The Basin Project provides essential flood control and drainage improvements in an 8,400 square mile area. The only outlets for the drainage from the Missouri part of the Basin are through Arkansas and the complex system of levees and channels are of great economic importance to both states, and a large number of individuals are present at this hearing to show their support for the Project.

The budget for FY 1991 includes the sum of $10,200,000 for the St. Francis Basin Project. We believe this amount is sufficient to provide continued progress toward completion of the project. However, if funds are not available for transfer within the overall budgeted amount, we would request that $5,492,000 be added to the appropriations to provide funds for the additional capability as indicated by the Corps of Engineers on projects within the Basin as listed: Channel cleanout work on Madison to Highway 64, Buffalo Creek, Coekleburr Slough and Hatchie Coon Creek in Arkansas, Elk Chute Ditch and Pemiscot Bayou in Missouri, as well as repair scours at Caster River and Soudan in Arkansas, gravel restoration in Drainage District No. 7 and Haleside, Arkansas, repair slides on Elk Chute Levee, paint pumping station and purchase trash rack for Drainage District No. 17, purchase mobile crane and exhaust silencers for Huxtable Pumping Station.

We also support the appropriations of the budgeted amounts for the other items in the Mississippi River and Tributaries

Project, a total of $334,500,000. Our position on the other items has been expressed by other witnesses. Our needs have always been given fair consideration by this Committee and we appreciate the work you do to advance the development of water resource projects.

Respectfully submitted,

Billy J. Felty

March 27, 1990

TUESDAY, MARCH 27, 1990.

RED RIVER BASIN PROJECTS

WITNESSES

HON. BERYL ANTHONY, JR., A REPRESENTATIVE IN CONGRESS FROM THE STATE OF ARKANSAS
HON. JERRY HUCKABY, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF LOUISIANA
HON. JIM McCRERY, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF LOUISIANA
EDGAR S. HARRIS, PRESIDENT, RED RIVER VALLEY ASSOCIATION
DON DUGGAN, CHAIRMAN OF THE BOARD OF DIRECTORS, RED RIVER VALLEY ASSOCIATION
JOHN STROUD, BOARD OF DIRECTORS, RED RIVER VALLEY ASSOCIATION
VINCENT FOSTER, JR., BOARD OF DIRECTORS, RED RIVER VALLEY ASSOCIATION
JACK WILLIAMS, RED RIVER COMMISSION
JIM NIPPER, BOARD OF DIRECTORS, RED RIVER VALLEY ASSOCIATION
WILLIAM C. CHAPMAN, VICE CHAIRMAN, RED RIVER VALLEY ASSOCIATION
ROBERT MANSELL, VICE CHAIRMAN, RED RIVER VALLEY ASSOCIATION
DONALD SONNIER, COMMISSIONER, RED RIVER WATERWAY COMMISSION

Mr. BEVILL. We would like at this time to recognize our good friend and colleague, Congressman Beryl Anthony. You may proceed as you wish, Beryl.

Mr. ANTHONY. Mr. Chairman, thank you for hearing us today. This makes my 13th presentation before this subcommittee on this one particular project.

Mr. BEVILL. And we still look forward to hearing from you.

Mr. ANTHONY. But I would like to make Mr. John Stroud known to this committee. He is a prominent attorney in my District and has represented and spoken for the Red River Commission for several years now. Also present and lending their support, is my father-in-law, Vincent Foster, Sr., and, Lindy, this is his 53rd consecutive trip to Washington, D.C., to talk about the Red River area; Mr. Jack Williams and also Mr. Jim Nipper, who is from a small community in my District.

Mr. Stroud is at the table. Mr. Chairman, I have a statement. I would just ask that it be submitted for the record.

Mr. BEVILL. Without objection, it will be made a part of the record.

Mr. ANTHONY. I would like to tell the committee a tragic but a true story. Several years ago, on opening day of dove season, I chose to do kind of a social outing and a political event on the Red River with some of my friends. We would go hunting in the morning and come back to a very scenic setting on the Red River. We would invite a lot of people from the surrounding communities to come and have a barbecue with us.

There were some oak trees there that I would say were 150 years-plus old and just so round in circumference it would take

four or five men to reach around, as well as some outbuildings owned by Mr. Clyde Spence.

We did three of those fundraisers and political events over a period of time. I always remarked that it was a shame that we didn't have the television camera down there recording it, because that is really the best way for a politician to communicate with their constituents. Good social fun, but then stand up in the back of a pickup truck and answer very detailed questions about international politics, budget, Red River navigation, and bank stabilization.

I got a call from Mr. Clyde Spence 2 weeks ago. Fifteen acres including all of those structures are now in the Red River, washed away because of the instability of the area. So I can give you a first-hand sad story about why the testimony of these gentlemen that will be representing the Red River Commission should be taken seriously. I can tell you that their message is important, and that I hope we can find a way to help stabilize the river so that other pieces of valuable property are not lost to nature.

With that, I would just ask that my statement be made a part of the record.

Mr. BEVILL. Without objection, it will be made part of the record.

[The statement of Hon. Beryl Anthony follows:]

26-810 0 - 96 - 13

**STATEMENT OF U.S. REPRESENTATIVE BERYL ANTHONY, JR.
BEFORE THE ENERGY AND WATER DEVELOPMENT SUBCOMMITTEE
APPROPRIATIONS COMMITTEE
March 27, 1990**

Mr. Chairman, I am pleased to be here today to introduce some of the many people who have been extremely dedicated to the Red River development programs and who will testify on behalf of the Red River Commission of Arkansas. I personally wish to thank the Committee for its past support of the budget requests for the Red River Waterway project and appreciate your favorable response to this year's funding needs.

Mr. John Stroud, a prominent attorney in my district, will represent the Red River Commission with his testimony. Also present and lending their support are Vincent Foster, Sr., Jack Williams and Jim Nipper.

These individuals represent a Commission who has provided invaluable leadership and exhibited a true sense of commitment toward the successful completion of this enormous undertaking. These Commission members have done an outstanding job of coordinating with the Corps of Engineers and the Congress to develop the water resources of the Red River Valley in Southwest Arkansas.

The alarming bank caving problem in Southwest Arkansas became so extensive that by 1973, the State of Arkansas felt compelled to create the Red River Commission. The Commission was given the specific responsibility of cooperating with the appropriate State and Federal agencies for the study and planning of needed improvements to and along the main stem of the Red River.

These essential bank stabilization and realignment projects are precludes to the extension of navigation from Shreveport, Louisiana, to Index, Arkansas, and are necessary for the channel to be made navigable. The Arkansas General Assembly has recognized the economic importance to the whole state of a navigable channel in southwest Arkansas. Their commitment is evidenced by the appropriation of over seven million dollars to the Red River Waterway Trust Fund. These funds will be used to pay for the required non-federal costs of the subsequent construction.

It is all too clear that the sustained commitment of Congress is vital for the continuation of the bank stabilization projects which preserve the ample water, soil, and timber resources that exist in this area. Congress has funded the Emergency Bank Protection program for many years and as a result much has been accomplished in achieving bank stabilization on the Red River. However, the bank caving problem continues to be serious, with an estimated loss of over 1,000 acres of farm land yearly.

The irreparable results of the bank caving problem could not be more highlighted than the loss suffered just this month by my good friend and constituent Mr. Clyde Spence. During a three day period of excessive flooding on the Red River, Mr. Spence lost 15 acres of land, a barn, and several other buildings.

In last years funding requests this Committee graciously awarded the requested funds for the Brown Bend Realignment and the Slay Bend Revetment, recognizing that these were contiguous projects. However, during the House and Senate Conference last fall, the Senate cut the funding in half for these two projects. Subsequently, there was only enough resources to begin work on the Slay Bend Revetment which is scheduled to begin in August of this year.

Mr. Chairman, I have respectfully offered this recent incident to focus on the immediate importance of stemming the continued loss of land and property. I urge the Committee to include funding of the Emergency Bank Protection program in the amount of $7.2 million -- $4.1 million for FY 1991 for construction of the Brown Bend Realignment, and $3.1 million for FY 1991 for construction of the Finn Revetment.

It is absolutely essential that these banks be preserved now in order to prevent not only property loss, but potential loss of the usefulness of the proposed navigation system. I urge the Committee to ensure that the bill language reflect that this sum "remain available until expended for construction and completion of each of these two projects."

I urge the Committee to again approve of the full Corps capability for fiscal year 1991 to continue the comprehensive study of the entire Red River basin, and to include report language which specifically includes "a continuation of the study of the feasibility of navigation from Shreveport, Louisiana, to Index, Arkansas, and to all points between."

Finally, Mr. Chairman, I ask the Committee to look favorably on the funding request of $50,000 for continuation of preconstruction planning for this essential comprehensive bank stabilization program. The strong commitment to carry this project forward by all those concerned on the Federal, State, and local level has been obvious and outstanding. The successful progression of the Red River Waterway project depends upon completion of this vital preconstruction planning.

A tremendous amount of work has been done in the past few years in the fight to stem the rapid irreparable loss of the most fertile farm land in Southwest Arkansas. I believe it is the intent of Congress that this work proceed toward its ultimate successful conclusion.

Mr. Stroud will detail for you several other program requests including planning, bank stabilization, basin study work and navigation. Mr. Chairman, you can be certain that Mr. Stroud's requests for continued Congressional budgetary support of these essential programs have my strong endorsement.

Mr. BEVILL. I see we have our good friend and colleague here, Congressman Jerry Huckaby of Louisiana, another good strong leader of the Red River Waterway project. The Chair will recognize you, Mr. Huckaby.

Mr. HUCKABY. Thank you, Mr. Chairman.

I appreciate the opportunity to testify once again before your subcommittee and your colleagues, our colleagues on this subcommittee.

I am here to testify on behalf of the Red River Waterway Navigation Project, which we have been working on. The first lock and dam we broke ground for that, I guess, in 1976, Mr. Chairman.

It takes five locks and dams to make the Red River navigable from its mouth at the Mississippi River up to Shreveport. The third lock and dam is well on the way to being completed.

The first two are essentially complete, and we have navigation virtually halfway up the river. We find ourselves this year in a position, Mr. Chairman, where the administration has requested only some 39 or 40 million dollars, and that is enough to continue work on lock and dam number 3. The Corps of Engineers has the capability of some $90 million, that is a capability to start doing significant work parallel on both locks four and five at the same time.

Mr. Chairman, as a member of the Budget Committee, it is my opinion that the budget that we do ultimately pass will have room, will be able to accommodate lock and dams four and five, work on lock and dams four and five on the Red River during fiscal year 1991.

We spent an awful lot of money already on this project. To be honest with you, the pay out is to be able to make it navigable to Shreveport, and this is sort of the key year, but let's commit significant dollars to both lock and dam four and five and be on with it.

Thanks for giving me the opportunity to testify before you.

[The statement of Hon. Jerry Huckaby follows:]

STATEMENT OF U. S. REP. JERRY HUCKABY, D-LA.

Before the Energy and Water Appropriations Subcommittee

March 27, 1990

MR. CHAIRMAN, I APPRECIATE THE OPPORTUNITY TO APPEAR BEFORE THE SUBCOMMITTEE TODAY TO EXPRESS MY VIEWS ON TWO PROJECTS IN LOUISIANA. ONE I SUPPORT; THE OTHER I OPPOSE.

I WANT TO REAFFIRM MY SUPPORT FOR THE RED RIVER WATERWAY PROJECT. THE IMPORTANCE OF COMPLETING THIS PROJECT AS FAST AS POSSIBLE REMAINS BECAUSE WE WHO SUPPORT THE PROJECT FEEL IT WILL GREATLY ENHANCE ECONOMIC DEVELOPMENT IN LOUISIANA. WHILE WE ARE MAKING SOME PROGRESS, OUR STATE REMAINS ECONOMICALLY DEPRESSED WITH ONE OF THE HIGHEST UNEMPLOYMENT RATES IN THE

COUNTRY.

THE PRESIDENT'S BUDGET FOR FY 1991 INCLUDES $39 MILLION FOR THE RED RIVER PROJECT. THE CORPS OF ENGINEERS HAS A CAPABILITY OF ABOUT $90 MILLION. CONSTRUCTION OF LOCK AND DAM NO. 3 IS SCHEDULED FOR COMPLETION IN OCTOBER 1991, AND THE CORPS SCHEDULE CALLS FOR INITIATION OF CONSTRUCTION ON LOCK AND DAM NOS. 4 AND 5 IN JULY 1990, BUT CONTINUATION OF THIS WORK IN FY 1991 IS NOT INCLUDED IN THE PRESIDENT'S BUDGET. I STRONGLY URGE THE SUBCOMMITTEE TO RESTORE FUNDING TO THE BUDGET TO ALLOW THIS WORK TO PROGRESS ON SCHEDULE.

THIS PROJECT IS NEARLY 60% COMPLETE, AND WE WILL NOT BEGIN TO REALIZE THE FAVORABLE IMPACT OF THE PROJECT UNTIL THE CONSTRUCTION OF LOCK AND DAM NOS. 4 AND 5 ARE

COMPLETE. THE PROJECT WAS ALLOCATED $100 MILLION IN FY 1990, AND I AM HOPEFUL THAT THE SUBCOMMITTEE WILL SEE THE BENEFITS IN GIVING THE CORPS ITS FULL CAPABILITY IN FY 1991.

I SHARE THE SUBCOMMITTEE'S VIGILANCE ABOUT FEDERAL SPENDING, BUT I FEEL KEENLY THAT THIS IS A VERY WORTHWHILE PROJECT WHICH IS DESERVING OF INCREASED FUNDING. I WILL APPRECIATE ANYTHING THE SUBCOMMITTEE CAN DO IN THIS REGARD.

MR. CHAIRMAN, THERE IS ANOTHER PROJECT WHICH I STRONGLY OPPOSE, AND I WANT TO GO ON RECORD WITH MY OPPOSITION. IT'S THE OUACHITA AND BLACK RIVERS NINE-FOOT NAVIGATION PROJECT, WHICH DIRECTLY AFFECTS MY CONGRESSIONAL DISTRICT. I HAVE ALREADY NOTIFIED THE

VICKSBURG DISTRICT OF THE CORPS OF ENGINEERS OF MY OPPOSITION, AND I HAVE PUBLICLY STATED MY OPPOSITION.

THIS PROJECT CONSISTS OF FOUR LOCKS AND DAMS--TWO IN LOUISIANA AND TWO IN ARKANSAS--AND THE NECESSARY CHANNEL IMPROVEMENTS TO PROVIDE 9-FOOT BY 100-FOOT NAVIGATION CLEARANCES. THE NAVIGATION PORTION OF THE PROJECT WAS AUTHORIZED BY THE RIVER AND HARBOR ACTS OF 17 MAY 1950 AND 14 JULY 1960.

THE OUACHITA RIVER IS ONE OF THE MOST SCENIC RIVERS IN AMERICA, AND I SEVERELY QUESTION THE NEED TO DESTROY IT WITH THIS PROJECT. I BELIEVE THE CORPS' ECONOMIC JUSTIFICATION FOR THIS PROJECT IS QUESTIONABLE, AND I HAVE ASKED THE CORPS TO RE-EXAMINE ITS ECONOMIC DATE.

MY CONSTITUENTS ARE OPPOSED TO ANY FURTHER WORK

BEING DONE IN LOUISIANA ON THIS PROJECT. I HAVE TALKED TO HUNDREDS OF CITIZENS, AND I FIND NO ONE WHO SUPPORTS THIS PROJECT. THE OBJECTIVE OF THIS PROJECT IS SUPPOSED TO BE TO CREATE COMMERCE ON THE RIVER, YET THE CHAMBERS OF COMMERCE ALONG THE RIVER OPPOSE IT. I HAVE NOT HAD A SINGLE INDUSTRY COME TO ME AND URGE THAT THIS PROJECT BE COMPLETED.

THIS AREA'S PROXIMITY TO THE MISSISSIPPI RIVER, I BELIEVE, ELIMINATES THE NEED FOR THIS BEAUTIFUL RIVER TO BE TURNED INTO A NAVIGABLE WATERWAY.

THE STATE OF LOUISIANA OPPOSES THE PROJECT. GOVERNOR BUDDY ROEMER AND THE STATE LEGISLATURE HAS REFUSED TO PROVIDE THE STATE FUNDS NECESSARY TO PURCHASE RIGHTS-OF-WAY ALONG THE RIVER SO THE PROJECT CAN

PROCEED.

THIS IS CLASSIC EXAMPLE WHERE CONGRESS CAN BE RESPONSIVE TO THE PEOPLE'S WISHES AND SAVE FEDERAL DOLLARS AT THE SAME TIME. BECAUSE OF MY OPPOSITION AND THE RE-STUDY BEING MADE BY THE CORPS, THERE IS NO MONEY IN THE PRESIDENT'S BUDGET FOR THIS PROJECT. I URGE THE SUBCOMMITTEE TO MAKE THIS THE PERMANENT STATUS OF THIS PROJECT.

THANK YOU, MR. CHAIRMAN. THAT COMPLETES MY STATEMENT.

Mr. BEVILL. Thank you very much. We also have our good friend and colleague Mr. Jim McCrery of Louisiana here. So, Jim, we will be glad to hear from you now.

Mr. MCCRERY. Thank you, Mr. Chairman, members of the committee, subcommittee, Mrs. Boggs, I am before you today to make sure you know of my support for the Red River Navigation Project through Shreveport, that is all five locks and dams.

I think the practical effect of the administration's proposal to put the funding level at $45 million would be to stop the project at lock and dam three. Considering that the benefits of the project would be cut in half by such an action and considering that to complete the project through lock and dam five, that is to say, through Shreveport, only increases the cost of the project by a third.

It seems to me that it would be wise for us to complete the project as it was originally contemplated through Shreveport, so I hope that the members of the subcommittee will listen to the testimony to be offered today by the people to be directly affected by this project, and consider increasing the funding to our original level of some 90 to $100 million so we might get work started on Locks and Dams Four and Five.

Thank you, Mr. Chairman.

Mr. BEVILL. Thank each of you. I know you may have to get back to your own committee work and we appreciate the presentation you have made here. Certainly this panel will be working with you. I do want to mention that our old friend and colleague, former Congressman Joe Wagner, is in the audience.

He is still a legend here. He did outstanding work on the House Ways and Means Committee. We are delighted to have you with us, Joe.

Mrs. BOGGS. Mr. Chairman, before Mr. Huckaby and Mr. McCrery leave, I would like to say that we are very pleased that both of them sit on the Budget Committee, and they really are key members of the Budget Committee. We are very happy that they are there.

We certainly could use their help in securing adequate budget authority in the budget resolution to add the funds we need for priority, but unfunded, water projects like the Red River Waterway.

Mr. BEVILL. As a matter of fact, they will be doing that just before we mark up this bill. I believe they got your message, Mrs. Boggs.

Mr. MYERS. Mr. Chairman, as long as we are introducing members here, our colleague, John Paul Hammerschmidt, who is a member of the authorizing committee, had hoped to be here. He is tied up in another committee. So his statement in support of the Red River Project can be put in the record at this point.

Mr. BEVILL. It will be made a part of the record.

[The statement of Hon. John Paul Hammerschmidt follows:]

STATEMENT OF
HONORABLE JOHN PAUL HAMMERSCHMIDT
FY 91 ENERGY & WATER DEVELOPMENT APPROPRIATIONS BILL
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
HOUSE APPROPRIATIONS COMMITTEE
2:30 P.M., MARCH 27, 1990, 2362 RAYBURN HOB

MR. CHAIRMAN:

THANK YOU FOR THE OPPORTUNITY TO SPEAK BEFORE YOU TODAY ON BEHALF OF THE RED RIVER COMMISSION OF ARKANSAS.

THIS COMMISSION WAS FORMED SEVENTEEN YEARS AGO IN ORDER TO PROMOTE THE INTERESTS OF THE RED RIVER VALLEY IN THE CONSTRUCTION AND STUDY OF PROJECTS INVOLVING THE CORPS OF ENGINEERS AND CONGRESS.

IN THE PAST, CONGRESS HAS RECOGNIZED THE IMPORTANCE OF THE PROTECTION AND DEVELOPMENT OF RED RIVER VALLEY, THROUGH PROVIDING MUCH NEEDED APPROPRIATIONS TO CONSTRUCT LOCKS AND DAMS, STABILIZE BANKS, AND STUDY THE FEASIBILITY OF SUCH ACTIVITIES AS THE GENERATION OF HYDROELECTRIC POWER, AND WATER SUPPLY DEVELOPMENT. THIS ACTION OF YOUR COMMITTEE HAS BEEN GREATLY APPRECIATED BY THE CITIZENS OF ARKANSAS.

MR. CHAIRMAN, I ASK YOU AND YOUR COLLEAGUES ON THIS SUBCOMMITTEE TO CAREFULLY LISTEN TODAY TO THE TESTIMONY OF MR. JOHN STROUD, ATTORNEY FOR THE RED RIVER COMMISSION, AND TO GIVE FULL CONSIDERATION TO THE REQUESTS OF THIS COMMISSION.

THANK YOU.

Mr. BEVILL. Mr. Duggan, we are ready for you now. The Chair will recognize you and you may proceed as you wish. Let me urge you to summarize when you can.

Your full statements, without objection, will be made a part of the record, and so if you will, please summarize them. We are a good bit behind schedule already, so you will gain some brownie points if you will make it brief.

Mr. CHAPMAN. Mr. Chairman, they are not interested in brownie points. They want money.

Mr. BEVILL. We are talking about money.

Mr. DUGGAN. Thank you, Mr. Chairman, members of the committee. I am Don Duggan, Chairman of the Board of the Red River Valley Association. We are a 65-year-old organization.

We represent all walks of life in these four states, Arkansas, Louisiana, Oklahoma, Texas. I will make mine just real brief. We are way behind in this project. We should have been completed in 1980.

We had bumper stickers at that time to that effect. You have my statement up there. We need to proceed with this. We have experienced destitute times in our state, we are still having them, and we need to proceed with this project.

It seems to me the salvation, perhaps, to the loss of the oil and gas industry.

That is all I have to say. I am going to turn this over next to our first witness, who will be Mr. Bill Chapman, representing the State of Oklahoma.

[The statement of Mr. Duggan follows:]

STATEMENT OF

THE RED RIVER VALLEY ASSOCIATION

TO THE

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

COMMITTEE ON APPROPRIATIONS

U. S. HOUSE OF REPRESENTATIVES

MARCH 27, 1990

Mr. Chairman and members of the committee, I am Don Duggan, Chairman of the Board of the Red River Valley Association, a 65 year old organization representing citizens from all walks of life in the four states comprising Arkansas, Louisiana, Oklahoma and Texas, who are vitally concerned with the continued development of the water and land resources of the Red River Basin.

You will be addressed during our presentation today by my colleagues from each of the four states that are represented by our association regarding specific needs within their own states. Before they begin, I would like to briefly comment on a few concerns for the future physical and economic well-being of the millions of citizens residing in this four state Red River Basin area.

I know that you are aware of the depressed economy in our state and from what I gather our sister states involved are not faring much better, but for the benefit of your other committee members I would like to inform them of the severity of the depression we have experienced since 1983 brought on by the collapse of the oil and gas industry.

Some signs indicate that we have bottomed and a recovery is in process, but it is and has been a slow process. I am reliably informed that sixty-two former drilling contractors domiciled in the Shreveport area are no longer in business. This has had an adverse effect on most every other type of business in our area.

Cheap energy is spurring growth in other parts of the nation, but seriously hampers our recovery. While we were experiencing unprecedented prosperity a few years back we were taxed with a so-called windfall profits tax that extracted over seventy billion dollars from our four states. This causes me to repeat "we've paid our dues." We need your help and seek your understanding and consideration.

The cities of Natchitoches, Alexandria, Bossier City and Shreveport have invested millions in port facilities. Without funding for the continuation of locks and dams 4 and 5, this money will be wasted.

We want to thank you for the tremendous support you members of this committee have given Red River Navigation to bring it this far. But since full benefits of the waterway cannot begin until completion, we still need your support for the simultaneous construction and completion if the remaining two locks & dams by the mid-1990's.

We continue to lose thousands of acres of valuable land due to bank erosion, resulting not only in loss of non-replaceable farm land, but also posing a threat to levees, bridges and utility lines.

Clean water is increasingly critical to our future. Also, other benefits of the Red River, such as stimulation of tourism through recreational development, are strong factors in the economic outlook of our area.

Again this year we are coming to you to humbly and sincerely ask for your understanding and help to fund these needs, provide these jobs, and complete these projects that will give us the opportunity to diversify from oil and gas to a broader based economic resurgence.

DATE: March 27, 1990

TO : THE HOUSE SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

RE : LIST OF WITNESSES

Introduction of the group and opening remarks:

Mr. Don Duggan
Chairman of the Board of Directors
Red River Valley Association

President
Duggan Machine Company
Shreveport, Louisiana

The following witnesses will present testimony on behalf of the Red River Valley Association before the hearings of your Subcommittee today:

Mr. William C. Chapman
Vice Chairman - Oklahoma
Red River Valley Association

Rancher/Attorney
Ardmore, Oklahoma

Mr. Robert Mansell
Vice Chairman - Texas
Red River Valley Association

Manager
North Texas Municipal
Water District
Wylie, Texas

Mr. John Stroud
Board of Directors
Red River Valley Association

Attorney at Law
Smith, Stroud, McClerkin,
Dunn & Nutter
Texarkana, Arkansas

Mr. Donald Sonnier
Commissioner
Red River Waterway Commission

Planter
Bossier Parish, Louisiana

RED RIVER VALLEY ASSOCIATION
CONGRESSIONAL HEARINGS
MARCH 27, 1990
ATTENDING

Red River Valley Association Officers

Don H. Duggan, Chairman of the Board, Shreveport, La.
William C. Chapman, Vice-Chairman Oklahoma, Ardmore, Ok.
Robert Mansell, Vice-Chairman Texas, Wylie, Tx.
Joe D. Waggonner, Vice-Chairman Louisiana, Bossier City, La.
Edgar S. Harris, President, Shreveport, La.
Jimmy Banks, Director, Wichita Falls, Tx.
Norman Budd, Director, Alexandria, La.
Vincent Foster, Director, Hope, Ark.
Ben Littlepage, Director, Colfax, La.
Jim Nipper, Director, Stamps, Ark.
John F. Stroud, Director, Texarkana, Ark.
Pat Nelson, Secretary Treasurer, Shreveport, La.

ARKANSAS

Red River Commission

Vincent Foster, Hope, Ark.
Jim Nipper, Stamps, Ark.
John F. Stroud, Texarkana, Ark.

Don Boling, Pine Bluff, Ark.
Jack Williams, Washington, D.C.

LOUISIANA

Mayor George Dement, Bossier City, La.
Mayor Ned Randolph, Alexandria, La.

Red River Waterway Commission

Norman Budd, Alexandria, La.
Coy Cooper, Bossier City, La.
Marc Dupuy, Marksville, La.
Richard Gibson, Coushatta, La.
Odell Hodnett, Colfax, La.
Pat Johnson, Natchitoches, La.
Ben Littlepage, Colfax, La.
Robert Lucky, Natchitoches, La.
Albin Provosty, Alexandria, La.
Don Sonnier, Benton, La.

Ken Guidry, Natchitoches, La.
Cathy Penrod, Natchitoches, La.
T. D. Prestridge, Alexandria, La.

Caddo-Bossier Port Commission

Sinclair Kouns, President, Shreveport, La.
Wayne Davis, Plain Dealing, La.

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Caddo-Bossier Port (continued)
Robert Harris, Chreveport, La.
Rogers M. Prestridge, Bossier City, La.
Aaron Selber, Shreveport, La.
John Turner, Bossier City, La.
Frank Blackburn, Bossier City, La.

Chris Demopulos, Shreveport, La.
Charles Tutt, Shreveport, La.

Alexandria Port Commission

Roy E. Barmore, Alexandria, La.

Caddo Parish Commission

Francis Bickham, Shreveport, La.
Dr. Vincent Marsala, Shreveport, La.

Bossier Levee District

Roy Pilkinton, President, Bossier City, La.
Syd Burt, Benton, La.
Eddie Faith, Bossier City, La.
Tim Larkin, Bossier City, La.
Daliah Magee, Bossier City, La.
Ralph Roberson, Bossier City, La.
Tommy Taylor, Bossier City, La.
A. M. "Mann" Wallace, Bossier City, La.

Caddo Levee District

Harold W. White, Shreveport, La.
Sam A. Windham, Shreveport, La.

Red River Development Council

Dr. Leland Scoggins, Natchitoches, La.

Greater Bossier Economic Development Council

James L. Larkin, Bossier City, La.

David Jay Nance, Shreveport, La.
William Windham, Bossier City, La.
Murray W. Viser, Shreveport, La.
Barry Guillet, Natchitoches, La.

RRVA Attendees
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OKLAHOMA

William C. Chapman, Ardmore, Ok.

TEXAS

North Texas Municipal Water District

Robert Mansell, Wylie, Tx.

Red River Authority of Texas

Ron Glenn, Wichita Falls, Tx.

Northeast Texas Municipal Water District

James W. Dean, Hughes Springs, Tx.
Uvalde Stoermer, Hughes Springs, Tx.
B. B. Waldrop, Hughes Springs, Tx.
Dr. W. S. Terry, Jefferson, Tx.

Wichita County Water Improvement District

Jimmy Banks, Wichita Falls, Tx.

CADDO/BOSSIER PORT COMMISSION
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CADDO-BOSSIER PARISHES PORT COMMISSION

COMMENTS TO THE

UNITED STATES SENATE

AND

UNITED STATES HOUSE OF REPRESENTATIVE

SUB-COMMITTEES ON ENERGY AND WATER DEVELOPMENT APPROPRIATIONS

MARCH 27, 1990

MEMBERS: Sinclair Kouns, *President* · John S. Turner, Jr., *Vice President*
Aaron Selber, Jr., *Secretary* · Jerry C. Harris, *Treasurer*
Wayne Davis · Robert G. Harris · R. M. Prestridge

CADDO-BOSSIER PARISHES PORT COMMISSION
COMMENTS TO THE
UNITED STATES SENATE AND
UNITED STATES HOUSE OF REPRESENTATIVE
SUB-COMMITTEES ON ENERGY AND WATER DEVELOPMENT APPROPRIATIONS
MARCH 27, 1990

On behalf of the citizens of Northwest Louisiana, the Caddo-Bossier Port Commission strongly urges the Congress of the United States to allocate $87 million for the Red River Navigation Project for Fiscal Year 1991. Although President George Bush has recommended a reduced allocation of $46 million for FY1991 and the termination of the project at Lock and Dam #3, we believe that such an action would be extremely detrimental to the citizens and businesses of Northwest Louisiana, Northeast Texas and Southwest Arkansas.

Since 1985, the Caddo-Bossier Port Commission has secured U. S. Customs Port of Entry and Foreign Trade Zone designations for the Shreveport-Bossier City area in preparation of the return of navigation to this area. Additionally, we have recently completed construction of a $3 million Intermodal Freight Handling Facility to complement the public port facility that we are planning to construct to coincide with the completion of the Red River Navigation Project to the Shreveport-Bossier area. The financing for this facility came from a $1 million grant from the Economic Development Administration (EDA) and a $2 million grant from the State of Louisiana.

In preparation for the return of navigation, the Caddo-Bossier Port Commission has secured 1,150 acres for a public port and industrial park complex south of the city limits of Shreveport at a cost of $4 million. The banks of the Red River at the site have been stabilized in recent years by the U. S. Army Corps of Engineers, and the Rothschild Realignment, establishing the navigation channel alignment, has been completed.

Additionally, a "Master Plan Update" for the public port and industrial park at this site was completed for the Caddo-Bossier Port Commission in February 1990 at a cost of $308,000. The "Master Plan" verified the need for a public port in this area to handle a variety of commodities such as grains, chemicals, petroleum and petroleum products, raw steel, ores, wood pulp, finished wood products, and other finished and unfinished manufactured goods. Many of the companies surveyed as part of this study indicated that the availability of water transportation will be critical to their future prosperity as transportation costs to and from this area are high and adversely impact their ability to sell their goods competitively, particularly insofar as foreign markets are concerned.

In preparation for developing our public port facilities, The Caddo-Bossier Port Commission has secured a $3.8 million loan from the Red River Waterway Commission and has begun completing an application for a $1.5 million grant from the Economic Development Administration as well as an application for a $500,000 grant from the State of Louisiana's Community Development Block Grant program. These funds will enable the Port Commission to complete Phase I of the public port and industrial park, at a cost of $8.9 million.

For nearly 30 years, the Caddo-Bossier Port Commission has been involved in planning for the day Red River navigation returns to this area. Much time and effort on the part of hundreds of community citizens and businesses have been involved in our activities. Under current Congressional allocations the Red River Navigation Project was scheduled to be completed to the Shreveport-Bossier City area by 1994. It would be a major tragedy for our community if the U. S. Congress, at this late date, does not see fit to enable this project to be completed. Therefore, we beg the Congress to ensure that the project will be completed as originally authorized continue the project by authorizing the full capability of the U. S. Corps of Engineers for Fiscal Year 1991.

RED RIVER VALLEY ASSOCIATION

SUMMARY OF REQUEST FY91

	THOUSANDS
BASIN WIDE PROJECTS	
Red River Waterway Project Mississippi-Shreveport	87,000
Red River Chloride Control	2,500
Red River Comprehensive Study	FCC
Bank Stabilization	
Levees & Bank Stab. below Denison	5,500
Emergency Bank Protection	7,200
Bank Stab. Index, AR to Denison Dam	500
ARKANSAS PROJECTS	
Red River Waterway - Shreveport to Index	350
Reshaping Levees	1,000
LOUISIANA PROJECTS	
Aloha-Rigolette Project	8,100
Lower Red River South Bank Levees	280
Chatlin Lake - Rapides Flood Control Study	FCC
OKLAHOMA PROJECTS	
McGee Creek	500
TEXAS PROJECTS	
Red River Navigation - Daingerfield Reach	1,900
Cooper Lake and Channels	17,400
McGrath Creek Project	600

ADDENDUM

	PRESIDENTIAL BUDGET (mil)	RRVA REQUEST (mil)
Red River Waterway Miss.-Shreveport	39.17	87.0

President's Budget adequate only to continue construction of ongoing work, with no funds for continuation of project in Pools 4 and 5.

RRVA request for additional funding would allow continuation of Phase I contracts for Locks and Dams 4 and 5 and initiation of the following channel improvements:

		MIL
POOL 3	GRAPPE REALIGNMENT	4.314
	GRAPPE CAPOUT	1.094
	SOCOT CAPOUT	3.400
	FAUSSE CAPOUT	.327
POOL 4	CONTINUE LD4 PHASE 1	22.489
POOL 5	CONTINUE LD5 PHASE 1	12.473
	MCDADE REVETMENT	.981
	MOSS REVETMENT	1.200
	ELM GROVE REVETMENT	1.300
	SUNNY PT. DIKES	.285
	TOTAL	47.863

Red River Valley Association

RED RIVER VALLEY ASSOCIATION
PLATFORM, RESOLUTIONS, AND PROGRAM OF WORK

INTRODUCTION

The Red River Valley Association is a voluntary group of citizens banded together to advance the economic development and future well-being of the citizens of the four state Red River Basin area in Arkansas, Louisiana, Oklahoma and Texas.

For the past 65 years the Association has done notable work in the support and advancement of a program to develop the land and water resources of the Valley to the beneficial use of all the people. To this end, the Red River Valley Association offers its full support and assistance to the various Port Authorities, Chambers of Commerce, Economic Development Districts and other local governmental entities in developing the area along the Waterway.

The resolutions contained herein were adopted by the Association during its 65th Annual Meeting in Shreveport, Louisiana, on February 13-15, 1990, and represent the combined concerns of the citizens of the Red River basin area as they pertain to the goals of the Association, specifically:

...Economic and Community Development
...Flood Control
...Bank Stabilization
...A Clean Water Supply for Residential, Commercial, Industrial and Agricultural Use
...Solar and Hydroelectric Power Generation
...Navigation

The Red River Valley Association is aware of the constraints on the federal budget, and have kept those restraints in mind as the resolutions were adopted. Therefore, and because of the far-reaching regional and national benefits addressed by the various projects covered in these resolutions, we urge the members of Congress to review the materials contained herein and give serious consideration to funding the projects at the levels requested.

Don H. Duggan, Chairman of the Board

Lynn Lowe, Vice Chairman Arkansas

Joe D. Waggonner, Jr., Vice Chairman Louisiana

William C. Chapman, Vice Chairman Oklahoma

Robert Mansell, Vice Chairman Texas

Edgar S. Harris, President

RED RIVER VALLEY ASSOCIATION
PLATFORM, RESOLUTIONS AND PROGRAM OF WORK

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BASIN WIDE PROJECTS

RED RIVER WATERWAY PROJECT

The Rivers and Harbors Act of 1968 authorized the Red River Waterway Project featuring a navigation channel from the Mississippi River to Shreveport, Louisiana and Daingerfield, Texas; and stabilization of the banks of the Red River from the Mississippi River to Shreveport, Louisiana/ Shreveport, Louisiana to Daingerfield, Texas/ Shreveport, Louisiana to Index, Arkansas/ and vicinity of Index, Arkansas to Denison Dam, Texas. Construction under this authorization has been initiated in the Mississippi River to Shreveport, Louisiana reach.

Completion of the Red River Waterway will significantly boost the economy throughout the river basin and reduce widespread unemployment of the area. Average annual shipping on the waterway is expected to be over 12 million tons and estimated benefits are in the amount of $150 million annually. This type of progress should not be denied citizens of the Red River Basin and the nation. In order to begin realizing project benefits and minimize future project cost increases, planning, design and construction should proceed in an orderly fashion in order to achieve project completion in a reasonable period of time.

With the Red River Navigation project's Lock and Dam #1 and the John H. Overton Lock and Dam completed, the Red River Valley Association believes it an economic imperative that construction on the remaining three locks and dams continue on an established and organized schedule so that the project is completed on the Shreveport-Bossier City reach during FY 1994. Construction on Lock and Dam #3 began during FY86 and completion scheduled for October 1991. We urge Congress to continue funding for initiation of construction of Locks and Dams #4 and #5 and associated work in Pools 3, 4 and 5 in order to provide navigation to Shreveport by mid-90's; target dates are necessary for orderly planning of commercial development and earliest beneficial use of the waterway.

At present, the communities of Alexandria/Pineville, Natchitoches, Colfax and Shreveport/Bossier City are in the process of planning and developing public port facilities for their respective areas.

Alexandria/Pineville, in a cost-reimbursable construction contract with the Corps of Engineers, initiated construction of a port facility in 1985 and are planning for full development of their port facility. With the final 64 foot pool of John H. Overton Lock & Dam, navigation to the port facilities is a reality. The port is now in use.

The Caddo-Bossier Port Commission has already purchased 1,100 acres for a public port/industrial park complex and is planning to acquire an additional 633 acres due to changes to the Master Plan necessitated by the Rothschild Realignment and because of the intense interest for a public port facility among existing industries in the Port Commission's service area which extends to

BASIN WIDE PROJECTS (Continued)

Dallas-Ft. Worth. (A 1981 port users survey commissioned by the Port Commission shows a total of more than 12 million tons of cargo would go through a public port facility in the Shreveport/Bossier City area from companies now existing in the Ark-La-Tex.)

Planning to ensure that public port facilities will be ready to benefit the local, state and national economy when navigation is returned to these communities has been made tremendously difficult because of the lack of a firm construction schedule for the remaining two Locks and Dams. Thousands of badly needed jobs are at stake, and therefore, the Red River Valley Association urges Congress to appropriate for FY91 $87 million, and such additional funding as may become available, along with Congressional direction for the Corps of Engineers to initiate construction of Locks and Dams 4 and 5 so their completion by FY94 will allow orderly planning and economic development to realize beneficial returns in the earliest time frame.

Additionally, the Red River Valley Association urges Congress for funding in the amount of $1.9 million for preconstruction planning and engineering on the waterway segment from Shreveport, Louisiana to Daingerfield, Texas; $50,000 for preconstruction planning on the segment from Shreveport, Louisiana to Index, Arkansas; and $350,000 for preconstruction planning on the segment from Index, Arkansas to Denison, Texas. Funding is required for FY91 to result in comprehensive coordinated advancement of these basinwide features. Planning on the upper reaches must continue in order to initiate construction which would complement ongoing construction in the lower reach and ultimatly provide the maximum project benefits to the people of the Red River Basin and the nation.

RED RIVER BASIN CHLORIDE CONTROL

The Red River Basin Chloride Control Project is imperative in order to realize full utilization of surface-water supplies in the states of Texas, Oklahoma, Louisiana and Arkansas. Presently, more than 1,000 miles of streams in the river basin are severely contaminated by natural brines. Consequently, water of the streams are not suitable for municipal and most industrial and agricultural purposes. Large volumes of salt enter the streams from 15 natural sources, 10 of which are located in Texas. There exists an immediate need for good quality water within and to the west of the areas of natural salt pollution, as well as a long-term need downstream in the eastern part of the Red River Basin.

Passage of the 1966 and 1970 Flood Control Acts (P.L. 89-789 and P.L. 91-611) authorized construction of measures to control the natural salt pollution from Areas VI, VII, VIII, IX, X, XIII, XIV and XV in the basin, subject to the provision that construction on the project could not be started until approved by the Secretary of the Army. Initiation of construction at Area VIII on the Wichita River, prior to the required approval by the Secretary of the Army, was authorized by the 1974 Water Resources Act. Construction at Area VIII, which includes the Truscott Brine Lake, was begun in February 1977. The Bateman Pump Station, pipeline and Truscott Lake were put into operation in May of 1987. With the exception of Area VIII, construction at the remaining seven areas and two brine lakes of the Red River Chloride Control Project is awaiting funding by the Administration.

BASIN WIDE PROJECTS (continued)

Congress authorized construction of the entire Red River Chloride Control Project to control natural brine sources as a 100 percent federal project (P.L. 89-789 and P.L. 91-611). Subsequently, the components of the overall project were re-evaluated by the Corps of Engineers, at the request of Congress, and the results of the re-evaluation have been reported in the Corps' "Supplemental Data to Arkansas-Red Basin Chloride Control, Red River Basin Design Memorandum No. 25, General Design, Phase I-Plan Formulation", Vols. I and II, Department of the Army, Tulsa District Corps of Engineers, Oklahoma, November 1980. The re-evaluation reaffirmed both the economic and technical feasibility of this project. Subsequently, as authorized by P.L. 99-662, a panel was formed to assess the improvement in water quality downstream of Area VIII to determine its consistency with the water quality estimated in the development of project benefits.

The panel submitted its report to the Secretary of the Army and the Committee on Environmental and Public Works of the Senate and the Committee on Public Works and Transportation of the House of Representatives in August 1988. The panel determined the operation of the completed works in Area VIII were consistent with the project benefits projected by Design Memorandum No. 25, and continues to perform beyond design expectations. As a result, we strongly urge that Congress request the Secretary of the Army to forward the project report and his recommendation on this project to the Office of Management and Budget, and to Congress, in accordance with the provisions of the project's authorizing legislation, as amended (P.L. 99-662). Accordingly, we request the Committee appropriate the Corps capability of $2.5 million in FY91 to permit the immediate initiation of construction of the low flow dams and pump stations in Areas VII and X and to continue the original design of Crowell Brine Lake and the brine detention reservoir, pump stations and Salt Creek Lake in Area VI so that construction of these features can be initiated in FY92.

RED RIVER BASIN COMPREHENSIVE STUDY

The Red River Basin Comprehensive Study, authorized by P.L. 98-63, 30 July 1983, was initiated in October 1983. A reconnaissance report was submitted in March 1985 by the Tulsa District of the Corps of Engineers which primarily covered Oklahoma. Feasibility level studies are scheduled for completion in September 1988 by the Tulsa District. The Vicksburg District of the Corps of Engineers will undertake its reconnaissance studies and initiate feasibility studies upon receipt of funds. The comprehensive study will recommend measures for: flood control, development of water supply, treatment and conveyance facilities, generation of hydro-electric power, development and enhancement of the recreational potentials and enterprises of the region, and improvement of the rivers for navigation and port site development to specifically include the initiation of a study from Shreveport, Louisiana to Index, Arkansas and to all points between.

The Red River Valley Association agrees with the position Congress has taken regarding cost-sharing on this project (P.L. 98-360) and strongly supports continued funding of the study for all portions of the Red River Basin. The Red River Valley Association also requests Congress to appropriate full Corps of Engineers capability level funds for feasibility studies at 100% Federal cost as per the directive contained in the specific language in the 1985 Energy and Water Appropriations Bill (P.L. 98-866).

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BASIN WIDE PROJECTS (Continued)

BANK STABILIZATION OF THE RED RIVER

RED RIVER LEVEES AND BANK STABILIZATION BELOW DENISON DAM

Red River Levees and Bank Stabilization below Denison Dam is the authorization for constructing levees, flood control structures and bank stabilization below Denison Dam. The facilities constructed under this authorization are the first lines of flood protection for the Red River Valley and its citizens. Accelerated and new caving of the river banks of Red River continue to endanger existing flood control structures and levees as well as valuable agricultural lands, highways, railroads, utilities, homes and other valuable resources and improvements within the Red River Valley. A systematic program of bank stabilization and other flood control measures can prevent these disastrous losses that are presently occurring.

Because of the planned construction of the Red River Waterway Project, a dangerous tendency has developed to de-emphasize construction of flood control and bank stabilization works under the Red River Levees and Bank Stabilization program. This tendency should be halted and reversed lest the impression be created that the program is no longer needed or has been completed. Additionally, emphasis should be given to coordination of all levee and bank stabilization work along the river with plans for future navigation. This would help insure proper alignments, thus minimizing future navigation construction costs.

The Red River Levees and Bank Stabilization below Denison Dam Project is the only comprehensive flood control program on the Red River containing authorization for construction of a variety of flood control measures, levees and other flood control works. Some of the projects planned in the original authorization project have not been completed and these must be constructed in order for the citizens of the Red River to derive necessary flood protection.

No funds were appropriated by Congress for the Red River Levees and Bank Stabilization Below Denison Dam in FY83 and only the minimum amounts were provided in FY84, 85 and 86. Bank caving on Red River has progressed in several locations to a critical state. Railroads, major public highways, levees and other flood control works are threatened, and unless action is taken in the near future, these facilities will be destroyed, endangering lives and property of the citizens of the Red River Valley.

Last year the Caddo Parish Board of Commissioners described bank caving in the Dutch John Bottom area as the "worst caving of any stretch on the river between Shreveport and Texarkana." In Conference Report to accompany H.R. 2696 conferees directed "that $1,500,000 of available funds be used by the Corps of Engineers for construction of the Dutch John Bottom revetment feature of the Red River Levees and bank Stabilization below Denison Dam project in Louisiana." Since the Corps has responded that no funds were available, it is urged that Congress appropriate $1,500,000 specifically for this urgently needed revetment. Additionally, the Caddo levee Board has been monitoring the caving of the Red River near Dixie, Louisiana at Fire Point; caving has increased considerably in the last three years affecting alignment of the river and causing valuable crop land loss. They request and the Red River Valley Association urges FY91 funding of $3 million continuing contract for construction of the Fire Point Revetment.

BASIN WIDE PROJECTS (Continued)

Another example of flood control work needed is levee reshaping along the main stem Red River in the state of Arkansas. Levee sections were not built to appropriate widths and sideslopes and new flowlines have been established based on up-to-date historical data. Reshaping the levees will provide additional structural strength at appropriate elevations needed to protect citizens, agricultural land and transportation systems. This is a multi-year program. The Red River Commission of Arkansas has requested $1 million for construction of levee reshaping work in Arkansas.

In summary, it is imperative that Red River Levees and Bank Stabilization Below Denison Dam continue as authorized by Congress and that adequate funding be appropriated to accomplish the construction of this needed protection. The Red River Valley Association recommends that $5.5 million be appropriated for this project in FY91 for the construction of these improvements and protection; specifically: $1.5 million for Dutch John Bottom, $3 million for Fire Point revetments and $1 million for reshaping of levees in Arkansas.

EMERGENCY BANK PROTECTION

Although Federal projects have been authorized for flood control and navigation, many active caving banks cannot be stabilized because they are not yet sufficiently advanced or not included in earlier authorizations. The result is continuing rampant destruction of valuable lands, threatening vital flood control facilities and endangering high-cost improvements, such as bridges, pipelines, highways, railroads, utilities, cities and towns.

It is urgent that adequate funding of the item "Emergency Bank Protection" be continued to construct bank stabilization work as early as possible in the most critical locations instead of waiting several more years and experiencing the loss of millions of dollars due to damages. Further, continued neglect of these caving banks will substantially worsen alignment of the River, making future navigation realignment and stabilization much more costly and difficult. Many present caving banks have an existing alignment that is usable for the navigation channel and should be preserved now.

In view of the critical needs for immediate bank stabilization at many locations along the river, and the great unnecessary losses to caving activity which have been suffered by the people of the Red River Valley in the past and which can be expected to continue in the absence of immediate stabilization construction, the Red River Valley Association requests that the Congress appropriates $8 million in FY91 for Red River Emergency Bank Stabilization, and in addition, to require that $7.2 million of such funds remain available until expended for construction of the Red River Emergency Bank Protection, Arkansas projects, with the Secretary of the Army to be directed, as a minimum to award continuing contracts in FY91 for construction and completion of each of the following features of the Red River Emergency Bank Protection Project: Brown Bend Realignment ($4.1 million) and Finn Revetment ($3.1 million), with both of those contracts to be considered fully funded, but to be contracts to be initiated with funds appropriated for FY91. The Brown Bend Realignment

project is contiguous to and immediately upstream for the Slay Bend Revetment project of which construction will begin during FY90. The two projects whould have been constructed simultaneously but our request for funding was cut for FY90, the Brown Bend Realignment project was necessarily deferred. Substantial detriment could occur to the Slay Bend Revetment project unless the Brown Bend Realignment project is promptly built following completion of the construction of the contiguous Revetment project.

BANK STABILIZATION INDEX, ARKANSAS TO DENISON DAM

Widely fluctuating stages and high flows during the past several years have caused sharp increases in bank caving along the Red River from Index, Arkansas to Denison Dam. This accelerated bank caving has caused the loss of valuable vital improvements and non-replacable prime agricultural lands. Flood control structures and levees which protect the Valley from disastrous floods are also endangered. These disastrous losses can be stopped by a systematic program of bank stabilization. Progressive construction of such a program is absolutely essential to the safety, growth and well-being of the Red River Valley. To further delay this vitally needed protection would be short-sighted.

In view of the fact that construction of bank stabilization is so badly needed and that the states of Oklahoma, Arkansas and Texas have agreed to the authorized cost-sharing requirements, the Red River Valley Association requests that $500,000 be appropriated in FY91 to continue preconstruction planning work.

MISSISSIPPI RIVER AND TRIBUTARIES FLOOD CONTROL PROJECT

The Red River Valley Association endorses the Mississippi River and Tributaries Flood Control Project, including all of its features and components, and stresses the importance of aggressively completing all features, particularly as it relates to the Red River Basin and its improvements. Since the Red River is a major factor in the Mississippi River and Tributaries Flood Control Project, the Red River Valley Association endorses the flood control and navigation improvements of the MR&T Project and necessary appropriations for completion.

ARKANSAS PROJECTS

APPROPRIATIONS RESOLUTIONS

RED RIVER WATERWAY PROJECT, SHREVEPORT, LOUISIANA TO INDEX, ARKANSAS

Completion of the Red River Waterway Comprehensive Bank Stabilization project to Index, Arkansas will significantly boost the economy throughout the river basin and provide jobs in the area. Great economic benefit will accrue not only to that portion of the river wherein navigation is currently authorized, but also to the area between Shreveport, Louisiana and Index, Arkansas, resulting from a comprehensive bank stabilization program. This type of program should not be denied citizens of the Red River Basin and the nation.

The Red River Valley Association urges the Congress to appropriate $50,000 for the continued planning of the reach of Red River from Shreveport, Louisiana to Index, Arkansas. Adequate funding is required to result in comprehensive coordinated advancement of these basin-wide features which will allow construction to commence as soon as possible in the reach between Shreveport and Index. Planning on this upper level must be accomplished in order that construction can be completed for the navigable portion of the channel from the Mississippi River to Shreveport on a timely basis, as this project will complement the navigation channel so that maximum basin benefits can be provided simultaneously.

RESHAPING LEVEES

The Red River Valley Association recommends Congress provide funding of $1.0 million to continue planning and construction of the reshaping of the levees on the main stem of Red River in Arkansas to conform the levees to the new flow line established by a recent study of the Corps of Engineers.

LOUISIANA PROJECTS

APPROPRIATION RESOLUTIONS

CYPRESS-BLACK BAYOU WATERSHED

Local interests and the state of Louisiana, in cooperation with the United States Department of Agriculture Soil Conservation Service, have advanced construction of this project to the point where many benefits are being realized. Features of the project include: land treatment measures, two multiple purpose reservoirs for irrigation, recreation and municipal water supply, a comprehensive recreational facility development and approximately 55 miles of channel improvement for flood prevention and agricultural water management, 11 weirs, two pumping plants and water control structures for distribution and irrigation use of water. The features of the watershed remaining to be constructed are channel improvements, weirs, pumping plants and water control structures. Through these features, the agricultural water needs of the central Bossier Parish, Louisiana area can be met during most years. Additionally, some assistance is provided in meeting municipal and industrial water needs.

The Red River Valley Association expresses its sincere appreciation for Congressional support in funding the Cypress-Black Bayou Watershed development and recommends that the financial support necessary for completion of the project be provided.

ATCHAFALAYA BASIN

The Atchafalaya Basin is a key element in the flood control plan for the Mississippi River and its Tributaries that directly involve the Red River Basin area. Flood control is the primary purpose of the Atchafalaya Basin and its capability must be maintained and improved.

The Red River Valley Association opposes any plan for use of the Atchafalaya Basin which reduces its effectiveness for flood control. However, the Association does not oppose other uses of the basin, provided they do not interfere with or prevent its use for flood control purposes.

The Association urges that the studies being made on the Atchafalaya Basin area be completed as soon as possible and construction of the necessary flood control works in the area be resumed.

RED RIVER BACKWATER AREA

The 1941 Flood Control Act authorized protection of additional areas in the Red River Backwater Area, where justifiable. A review in the late 1950s concluded that additional flood protection works were justified and authorized for the Larto Lake to Jonesville area, the Sicily Island area, the Below Red River area and the Tensas-Cocodrie area.

The Larto Lake to Jonesville area and the Tensas-Cocodrie area levee system have been constructed and the Tensas-Cocodrie Pumping Station is completed. The Tensas-Cocodrie levees, however, are below grade and need to be enlarged. The Red River Valley Association requests that funds to allow continuation of this project be made available by Congress.

LOUISIANA PROJECTS (continued)

Advanced planning of the Below Red River Project is continuing and the recommended plan has been endorsed as the best levee plan by the U. S. Fish and Wildlife Service and the Louisiana Department of Wildlife and Fisheries. The Red River Valley Association requests that Congress approve sufficient funds for the completion of advanced planning of the Below Red River Project.

Construction of these projects should be completed at the earliest possible [illegible] provide the protection determined to be justified, authorized and [illegible] by the U. S. Army Corps of Engineers.

[illegible] RICOLETTE PROJECT

[illegible] project, initially authorized in 1941 and constructed during the period 1948-[illegible] provides for the protection of some 58,000 acres of alluvial land during [illegible] stages of the Red River. Drainage from 340,000 acres that must flow through protected areas during lower river stages is disposed of by gravity flow through two 10 ft. by 10 ft. gated concrete drainage structures in the levee at the lower end of the project. This protected area has continued to develop agriculturally since construction of the project and now additional gates are needed to allow adequate gravity drainage during low river stages. As a result, local interests have requested that additional studies be made of the project, paying particular attention to the adequacy of the floodgate which has now been determined to be significantly inadequate for current conditions.

A feasibility study was completed by the New Orleans District of the Corps of Engineers in June 89. The Red River Valley Association urges that Congress appropriate the full capability of the Corps FY91 budget to continue preconstruction engineering and design activities for the project so that it can be advanced to the construction stage as soon as possible; that Congress authorize the additional construction recommended in the New Orleans District report and that $8.1 million be appropriated for this construction.

LOWER RED RIVER SOUTH BANK LEVEE

The South Bank Levee is a feature of the Mississippi River and Tributaries Flood Control Project and calls for improvement of the existing levee from the community of Hot Wells, Louisiana to Moncla, Louisiana. Construction procedures include: strengthening and enlarging substandard levee reaches, raising the levee to the designed grade, bank stabilization to protect the levee and other miscellaneous levee and roadway improvements. This levee is of extreme importance since it protects 1.25 million acres of valuable lands and improvements from flooding. This work should be completed in a timely and orderly manner; therefore, the Red River Valley Association endorses an adequate appropriation by Congress for FY91.

In addition, the Red River Valley Association requests $280,000 to initiate design of a replacement structure for the Bayou Rapides Drainage Structure and Pump Plant, as a feature of the M.R. & T. Project, Lower Red River, South Bank Levee.

LOUISIANA PROJECTS (Continued)

The Red River Valley Association is aware of the deteriorated condition of the Bayou Rapides Drainage Structure and Pump Station which is located within the Lower Red River, South Bank Levee Project authorized by the Flood Control Act 15 May 1928; Public Law 391, 70th Congress. The project consists of incorporation and enlargement of existing flood control features along the south bank levee alignment to provide protection to the area south and west of the Red River from Hotwells, Louisiana to Moncla, Louisiana including the City of Alexandria. This floodgate and pump station was constructed in 1935 along the alignment of the subject project levee to provide a control at the outlet of Bayou Rapides and to prevent flooding by Red River Backwater.

Reviews by the U.S. Army Corps of Engineers; Louisiana Department of Transportation, and the Red River, Atchafalaya and Bayou Boeuf Levee District determined that the structure has severe structural deterioration and obsolete pumping equipment. Failure during a project flood would be disastrous with regard to the loss of life as well as property. The structure location is adjacent to Rapides General Hospital and the downtown area of Alexandria, Louisiana. The Committee directs the Secretary of the Army to incorporate this Structure into the M.R. & T. Projects and to initiate design of a replacement structure with the funds provided by the bill under the Mississippi River and Tributaries Project, Lower Red River, South Bank Levee.

CHATLIN LAKE CANAL, DIVERSION CANAL & BAYOU RAPIDES FLOOD CONTROL PROJECT

After many years of delay, the Eastern Rapides-South Central Avoyelles Drainage Project has been de-authorized as a feature of the Mississippi River and Tributaries Flood Control Project. Authorization was originally approved in 1970, but construction was never begun. The project is no longer a viable project.

In September 1988, the U.S. House of Representatives Committee of Public Works and Transportation adopted a resolution directing the U.S. Army Corps of Engineers to determine the advisability of providing flood protection in the Red River Valley area affected by Chatlin Lake Canal, Diversion Canal and Bayou Rapides. Funds have not been received to begin this study.

Local government has completed a preliminary report identifying flood relief which would directly and indirectly benefit parts of the parishes of Rapides, Avoyelles and Evangeline. Flooding of this area occurs at least four times a year as a result of federal government authorized construction of the South Bank Red River Levee and the West Atchafalaya Basin Protection Levee which intercepted the natural drainage channels. The pending study by the Corps of Engineers will review the published report to determine the impact on federal interests in the project.

The Red River Valley Association strongly recommends that the funding for the study be authorized immediately and that the Corps of Engineers expedite completion of their review of the project as soon as possible.

LOWER RED RIVER LEVEES

The South Bank Levee in the Red River, Atchafalaya and Bayou Boeuf Levee District from Boyce, Louisiana to Moncla, Louisiana is a feature of the

LOUISIANA PROJECTS (Continued)

Mississippi River and its Tributaries Flood Control Project. A continuation of this same levee from Moncla to Lake Lone, Louisiana is under a different authorization, thereby denying the benefits of the MR&T authorization to the people and property in the protected area. The North Bank Levee of Red River, in the same levee district, does not benefit from the MR&T authorization, yet they also protect the lives of many people and vast areas of farm land and improvements.

Both the South Bank and the North Bank Levees of the Red River are past of a continuous protective system; the lower few miles from Moncla to Lake Long are a part of that system. The Red River Valley Association recommends that Congress authorize the Corps of Engineers to review the present authorization of these levee systems, with the view of including all portions in the same MR&T authorizations so as to provide equal benefits and protection to the people and property of the Red River Basin Area in Louisiana.

AUTHORIZATIONS AND/OR APPROPRIATIONS

BAYOU COCODRIE AND TRIBUTARIES

This project was authorized in 1941 and provides a drainage outfall for a large area of central Louisiana, including 120 miles of drainage channel, three water control structures and a major drainage structure in the West Atchafalaya Basin Protection Levee. The upper 100 miles of the project extending from Rapides Island west of Alexandria, Rapides Parish to the town of Washington, St. Landry Parish, is known as the Bayou Bouef-Cocodrie Diversion Channel. The lower 21 miles in Bayou Courtableau.

Most of the project was completed in 1952. Since that time, as a result of extensive developments throughout this intercepted drainage area, stages in the main channel system have continued to rise and have exceeded the design water surface by several feet on a number of occasions. Under present conditions, widespread flooding of agricultural lands and extensive damages from flooding of residential areas occur and continues increasing with each passing year. There is a critical need for improvement to these drainage channels which are intercepted by construction of the Red River South Bank and West Atchafalaya Floodway Levees.

For the lower part of the project (Bayou Courtableau), advanced engineering and design were considered to be completed in 1980. It now appears that additional studies of this portion of the project are necessary. These additional studies will continue to delay construction of several P.L. 566 projects for drainage improvements in this area which have not been allowed to proceed because of inadequate outlet through Bayou Courtableau. For the upper part of the project, Bayou Boeuf-Cocodrie Diversion Channel, the system is under a continuing re-study to determine improvements that need to be accomplished in the system.

The Red River Valley Association urges that these additional studies be promptly completed so that construction of this outlet can begin.

RED RIVER MASTER PLAN FOR RECREATION

Recognizing that recreation is an integral component of the Red River Waterway Project, the Association supports the development of recreational facilities as a part of the overall project construction. A Master Plan for Recreation has been cooperatively developed by the Red River Waterway Commission of Louisiana and the Corps of Engineers. The Red River Valley Association urges construction of the recreational facilities in accordance with the Master Plan.

OKLAHOMA PROJECTS

McGEE CREEK

McGee Creek Lake was authorized for construction, operation, and maintenance in accordance with Federal Reclamation Laws by P.L. 94-123 September 28, 1976. McGee Creek Lake is located in Atoka County in southeastern Oklahoma. McGee Creek is a northern tributary of the Red River. The damsite is about 3.4 miles above the confluence of McGee and Muddy Boggy Creeks. The project was authorized for water supply, flood control, and recreation. Construction began on the project in June 1982.

The Red River Valley Association strongly supports continuation of this project and the concept demonstrated by the project of maximum development of the local economy by maximum utilization of opportunities provided by the project's development. The Association recommends the members of the McGee Creek Authority to continue to cooperate with the basin interests to fully develop the economic potential of this project to the project area and the nation. The Red River Valley Association requests that $500,000 be provided for additional mineral acquisition required to complete this project, including all roads associated with the project.

TEXAS PROJECTS

APPROPRIATION RESOLUTIONS

RED RIVER NAVIGATION - DAINGERFIELD REACH

The Red River Navigation Project should be viewed as a whole project producing benefits for the entire region and nation. The Red River Valley Association fully supports the continuation of the authorization for the Shreveport/Daingerfield reach, and requests that Congress continue funding in FY91 for resurvey and continuation of preconstruction planning.

COOPER LAKE AND CHANNELS

The Cooper Lake and Channels Project was authorized by the 84th Congress on August 3, 1955, for the construction, control, recreation and water supply benefits to the citizens of this nation. The COE and three local entities, Sulphur River Municipal Water Districts, North Texas Municipal Water District and the City of Irving, have been attempting to build this project since its authorization. The project has been delayed since 1978 by litigation to modify the Environmental Impact Statement. That litigation has now been resolved.

The COE has made what it considers to be the required modifications on the Cooper Lake Project, which is desperately needed by the local participants for water supply, and by the City of Texarkana for replacement flood control storage in Lake Wright Patman. The Red River Valley Association recommends that the Congress fund the project in the amount of $17.4 million in FY91 for continued construction and channels.

AUTHORIZATION RESOLUTIONS

RED RIVER ABOVE DENISON-CROWELL SITE

A more detailed feasibility report must be prepared on the proposed Crowell Site on the main stem of the Pease River to take into account more realistic values of all benefits. This investigation should be started at once since this portion of the Red River Basin is particularly short of usable water for municipal, industrial and agricultural uses. Additionally, this reservoir would be very valuable as a flood control project.

Within a few years, with the control of natural pollution as proposed by the Corps of Engineers Ark-Red Chloride Control Program, this water can be used for irrigation purposes and other purposes mentioned above and it is now time that the necessary report and feasibility study on this proposed site be started.

This proposed project has been endorsed and is supported by Wilbarger, Foard, Hardeman, Cottle and Childress Counties and the Soil Conservation District serving these counties and the Cities of Vernon, Quanah, Childress, Crowell and Paducah, as well as the Four Winds Foundation, consisting of Childress, Cottle, Hardeman and Foard Counties, and the Four Winds RD&D, and many farm and civic organizations.

TEXAS PROJECTS (Continued)

The Red River Valley Association supports the Pease River Reservoir Steering Committee in its request and recommends the Corps of Engineers to expedite its efforts to develop a plan of improvement for the area.

MCGRATH CREEK PROJECT

McGrath Creek is a tributary of Holliday Creek and drains approximately 5.6 square miles of highly urbanized watershed within the City of Wichita Falls. A flood control project for Holliday Creek is currently under construction by the Corps of Engineers. Damage in excess of $20 million occurred on the McGrath Creek watershed during a flood which occurred in May of 1982. The City is pursuing federal assistance for McGrath Creek to alleviate the estimated $1.6 million per year of average flood damage which currently occurs. A feasibility study outlining a $9.4 million project has been approved by the Corps of Engineers and the City of Wichita Falls is prepared to pay the local match.

Engineering should continue to proceed as soon as possible to ensure proper coordination with the on-going Holliday Creek construction which should result in significant savings. This project is necessary for protection of a very large segment of highly urbanized land which carries a 1.7 benefit-to-cost ratio as calculated by the Corps of Engineers. The City of Wichita Falls and Red River Valley Association strongly support the $650,000 Corps of Engineers capability which will be needed in FY91 to ensure completion of final design by January, 1992 for a construction start by June, 1992. The June, 1992 construction start is desirable in order to protect the monies appropriated by the State legislature for the construction of the spillway located on Midwestern State University's land at Sikes Lake.

FEDERAL LEGISLATION AND POLICY RESOLUTIONS

NON-FEDERAL COST SHARING

The Water Resources Omnibus Bill was signed into law by President Reagan on November 17, 1986. Non-federal cost share provisions set forth in this important piece of legislation include:

--Flood Control-25-50%, with a minimum of 5% cash up-front during construction.
--Hydropower - 100% reimbursable.
--M & I Water Supply-100% up-front during construction or reimbursable with interest.
--Agriculture - 35% up-front or reimbursable.
--Recreation - 50% up-front or reimbursable.
--Fish and Wildlife Enhancement-0% for national benefits; 25% up-front or reimbursable if benefits are local.

Feasibility Level Studies - 50% during the course of the study, with a minimum of 25% in cash - up to 25% may be provided in-kind. (excludes inland navigation studies involving dams, locks and channels.)

Even though these and other cost-sharing provisions are generally outlined in the Omnibus Bill, there still remains substantial leeway for interpretation and formulation of guidelines. The Red River Valley Association recommends that the federal government solicit state and local input towards implementation of equitable and realistic cost-sharing guidelines.

NATIONAL ENVIRONMENTAL POLICY ACT

While recognizing the need and intent of the Congress in passing the National Environmental Policy Act of 1969, the Red River Valley Association also believes that the interpretation of this act has caused unnecessary economic hardship to the general public. The delay in start of projects beneficial to the general goodwill causes the real cost of the projects to increase significantly, often to the point that they no longer are economically beneficial.

The Red River Valley Association requests Congress to revise this Act to:

1. Streamline Administration procedures under the Act to speed up the time for completion and review of an Environmental Impact Statement (EIS) in a Federal project.

2. Recognize Man as a part of the environment and require that the effects upon Man be taken into account in the preparation and analysis of an EIS.

3. Require that any person, association or other entity contesting the adequacy of the Administration procedures in preparation and/or review of EIS be required to post bond in evidence of financial responsibility to reimburse the constructing agency for cost of delay in the event that the EIS and/or procedure appealed is found to be adequate, if not otherwise provided by existing law.

FEDERAL LEGISLATION AND POLICY RESOLUTIONS (Continued)

The membership of the Red River Valley Association is concerned about unwarranted delays that add additional costs to Red River Basin projects resulting in severe hardships on the citizens of the Red River Basin. The membership urges that Congress direct public officials and agencies to proceed with sound long-range development of the Red River Basin and its resources for the benefit of Arkansas, Louisiana, Oklahoma and Texas.

RIGHTS-OF-WAY RESPONSIBILITIES

The Flood Control Act of 1946 provided for enlargement of existing levees and construction of certain authorized levees on Red River below Denison Dam. Language in the Act requires local interests to be responsible for all lands, easements and/or rights-of-way required for construction of the improvements. Levee districts and local governing bodies have found that the number of enlargements, setbacks and berms have progressively increased and rights-of-way costs have sharply increased, particularly in the past 10 years. Financial burdens resulting from increased costs for rights-of-way have steadily depleted limited revenues and funds of levee districts and local public bodies throughout the Basin area. The impact is so great that presently there are serious monetary problems and realistic doubt as to the abilities of various levee districts to continue to meet financial obligations.

The requirement of local interest to furnish all rights-of-way is not consistent with Congressional policy and is not compatible with other major river basin projects for flood control. It is obvious that modifications are drastically needed to correct these inadequacies.

The Red River Valley Association recommends Congress amend the 1946 Flood Control Act to permit Federal reimbursements to levee district and local governing bodies for fair market value of lands taken for all flood control purposes, including construction of new levees, levee setbacks, levee enlargement, levee turnovers, berms and cutoffs as necessary. Such modification is required at an early time to help relieve local levee districts and governing bodies of an extreme financial burden and to assure progressive advancement of the flood control program in the Basin.

UNIFORM RELOCATION ASSISTANCE ACT

Red River Basin Levee Districts and the Red River Waterway Commission are experiencing increasing costs in the construction of navigation systems and construction and operation of flood control systems. The tax base of the basin lands is not capable of supporting additional tax loads to fund the relocation costs associated with levee setbacks, flood control works and navigation projects. The Federal Government through P.L. 91-646, known as the Uniform Relocation Assistance Act, provides that these relocation costs are the responsibility of and must be borne by local interests. The requirements and guidelines established in this Act are such as to be extremely costly.

The Red River Valley Association requests the Congress to amend the Federal Uniform Relocation Assistance Act to provide for Federal payment of all such costs related to the construction of flood control and navigation projects in the Red River Basin of Arkansas, Louisiana, Oklahoma and Texas.

FEDERAL LEGISLATION AND POLICY RESOLUTIONS (Continued)

MAINTENANCE OF CHANNEL STABILIZATION WORKS

Past experience on the Red River and many other river projects has shown conclusively that maintenance of channel stabilization works by local interests is impractival. Rapid changes in river conditions and alignment, such as occur frequently on Red River, demand drastic extensions and revisions of existing protective works and, occasionally, required changes are so radical that relocations are necessary. Experienced personnel, special equipment and certain materials are not normally available from local interests when needed and the costs of these items exceed the financial capabilities of local levee districts.

The Red River Valley Association recommends to Congress that the COE be authorized and directed to maintein all bank stabilization and channel training work on the Red River.

RED RIVER BASIN BENEFICIAL USES OF SALT WATER

On Sept. 23, 1982, the U.S. House of Representatives Committee on Public Works and Transportation adopted a resolution directing the COE to determine the feasibility of salt gradient solar ponds and associated power generation equipment to collect and store solar energy and to generate electric power in the Red River Basin.

The inherent thermal storage capability of salt gradient solar ponds and the associated solar pond power plant concept offers a potentially viable alternative energy source which makes use of abundantly available natural resources (sun, salt and land) and existing technology (i.e. heat exchangers and low temperature turbine generators). The necessary resources are readily available in the Red River Basin, particularly in western Texas and Oklahoma where there are identified sources of salt brine in economical quantities feasible for use in conjunction with solar ponds.

Limited scope reconnaissance studies performed in FY84 by the Tulsa District COE indicate a strong likelihood that a system of solar pond power plants can be economically feasible when constructed in conjunction with the chloride control measures in the Red River Basin. The report recommends expanded reconnaissance studies be made in the basin. The Red River Valley Association supports the investigation and requests that the stated FY91 capability level of the COE be appropriated at 100% Federal cost to continue these studies.

HYDRO-ELECTRIC POWER DEVELOPMENT

When Red River Basin projects were initially authorized, the need for alternate energy sources was not deemed of paramount importance to the welfare of the nation, and therefore, hydro-electric power generation was not incorporated as a feature in any of the authorized projects.

Since the mid-1970s the energy situation has changed drastically, forcing the nation to begin investigating methods of developing and utilizing alternate energy sources such as hydro-electric power. In keeping with this important trend, the COE has been authorized to conduct studies for hydro-electric power development in the Red River Basin.

FEDERAL LEGISLATION AND POLICY RESOLUTIONS (Continued)

The Red River Valley Association strongly urges continued funding for these studies to ensure that optimum power generation can be achieved while, at the same time, insuring that the water supply needs of the communities affected by these projects continue to receive priority emphasis.

FEDERAL PROCEDURES FOR A PROJECT STUDY

Current procedures require the COE to hold three or more public hearings for all studies authorized by Congress. The initial public hearing held at the beginning of the study provide the proponents and opponents of the proposed project ample opportunity to express their desires and needs. Prior to submission of the completed study to higher authority for review, a final public hearing is required. Additional interim public meetings are held to obtain recommendations of the local interests. These additional interim hearings result in an overall project delay, increased study costs and, being repetitious, do not advance the project in any way. Former procedures used by the COE requiring the Division Engineer to issue a Notice of Survey Report to all interested parties effectively accomplished the overall purpose of the second public hearing. The Red River Valley Association is opposed to the project study procedure requiring the additional hearing and recommends that the former procedure be re-established.

CHANGES DURING A FEDERAL STUDY

During the phase of completing the General Design Memorandum for an authorized project, local interests, levee boards and the state governmental offices of primary interest should be kept advised of the study progress. In particular, any changes of the originally authorized plan as it may affect the project and/or the purpose of the project should be communicated to the local and state governments.

EMPLOYMENT OF LOCAL PEOPLE

A significant advantage of construction projects by the COE is the employment of local people, benefitting the unemployed and providing higher employment of the under-employed within the project area. COE policies allow that construction contracts be written to require that up to 80% of the labor force employed by private contractors on the Red River Waterway projects come from out of state. According to the Red River Valley Area Council, there are qualified and skilled construction workers in the Red River Valley who could perform the work required.

The Red River Valley Association urges the COE and Congress to do all within their power and within the law to enforce and encourage the employment of as many people as possible from the surrounding local communities in the construction of the federal projects along the Red River Waterway.

COST OF STORAGE FOR MUNICIPAL AND INDUSTRIAL WATER

Federal laws under which the multi-purpose federal water projects were authorized, require purchases of any water supply or power to repay the Federal Government full cost of providing such power or water including interest on that cost at a rate the government paid to borrow long-term money in the

year it built the project. This specific pricing mandate was established by the Water Supply Act of 1958.

Since 1976, the Secretary of Army has required construction costs escalated to present day levels by use of the Engineering News Record Construction Index effective at the beginning of the Fiscal Year in which the contract is approved plus interest.

The Red River Valley Association requests Congress clarify the Secretary of Army's authority regarding water storage contracts and supports the concept of repayment to the Federal Government of original cost of construction plus interest only.

REGULATING LAND USE

In the past, proposals have been offered in the U.S. Congress and in some state legislatures to regulate and control the use of privately owned lands without compensation to the owner. These "land use" bills have been recognized by these legislative branches of government as contrary to the 5th Amendment of the Constitution of the United States and soundly defeated each time they were offered. The Red River Valley Association opposes this type of national land use legislation.

MITIGATION LANDS

The present interpretation held by the U.S. Fish and Wildlife Service in relation to "mitigation lands" for water conservation projects greatly hinders the development of water supplies, flood control and bank stabilization projects. This interpretation requires taking large amounts of lands out of private ownership for wildlife management purposes. This reduction in private land ownership represents a considerable economic and tax base loss. The Red River Valley Association, recognizing the need for a balance between the environmental aspects and people's needs, requests Congress to press for a revision of the present interpretation held by the U.S. Fish and Wildlife Service in order to make it compatible with Congressional intent and the needs of the people.

The Fish and Wildlife Service has undertaken efforts to utilize various alternative action programs such as fee acquisition, leasing and easements for the purpose of a program to preserve bottom land habitats.

As part of this program, the Fish and Wildlife Service has identified specific bottom land hardwood areas in Texas and Oklahoma and has placed these areas into priority categories, with many of the areas so identified in direct conflict with identified and proposed water supply reservoir sites.

The Fish and Wildlife Service's Program could have serious adverse effects on the ability of water supply agencies to meet the future water needs of the people within their respective regional water supply areas in that the program sets a dangerous precedent that will permit anti-water development groups to use such tactics to preempt, or at least make very difficult, future water development projects. The Red River Valley Association, therefore, opposes the Fish and Wildlife Services' Bottom Land Hardwood Preservation Program.

FEDERAL LEGISLATION AND POLICY RESOLUTIONS (Continued)

SMALL WATERSHED PROGRAM

The Red River Valley Association has long recognized the value of the Small Watershed Program (P.L. 566) for protecting and improving the soil and water resources of our nation. Resource improvement projects in small watersheds of less than 250,000 acres, as provided in P.L. 566, gives rural and small town America an effective tool to span the gap between large watershed resources improvement projects of the COE and small individual projects carried out by landowners and operators. P.L. 566 has become a well-known and respected program of federal, state and local partnership in resource improvement and protection of the Red River Valley. The Red River Valley Association supports the Small Watershed Program and urges its effectiveness be increased through appropriate increases in funding and personnel.

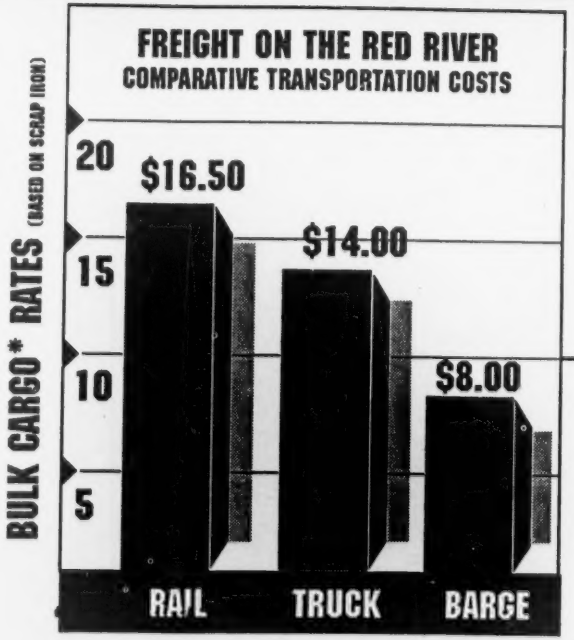
FEDERAL RESERVOIRS POLICY

Federal reservoirs represent a combination of large economic investments and commitments of valuable natural resources which can make great contributions to the nation's economy. The Water Supply Act of 1958 provides a policy for non-Federal payment of water supply costs at federal reservoirs, both for participants at the time of project construction and for those who purchase reallocated storage at a later time. The payment required has been based on a simple principle: new water supply participants should pay for reallocated water supplies as they would have paid if they had been water supply participants when the project was built. This historic policy has achieved two goals: it has prevented "free riders" from receiving water supply benefits that they did not pay for, and it has facilitated reallocation of water to purposes with higher economic benefits.

In recent years, the federal government has developed a new policy for payment of reallocated water supplies, charging the highest of the following: benefits or revenues foregone, replacement costs, or updated cost of storage in the Federal project. Under this new policy, the federal government has in several cases sought repayment of "updated costs" of storage amount the new mix of project purposes. Non-Federal participants are asked to pay an inflated cost, increased to reflect present cost levels instead of original cost of construction, plus interest at the rate in effect at the time of reallocation, as opposed to the interest rate at the time of the project's construction. This new federal policy has been established by agency initiatives, rather than by Congressional action, and has not been applied consistently across the nation.

The Red River Valley Association requests Congress to enact legislation making it clear that the water supply repayment policy in the Water Supply Act of 1958 applies to reallocated water supply storage. The Red River Valley Association also requests that Congress further stipulate that in considering reallocation of storage space at federal reservoirs, federal agencies should strictly respect state water law and state water management responsibilities, and in all studies and decisions related to reallocation, federal agencies should be required to consult with all affected states and follow applicable state laws on water rights and water quality.

THE RED RIVER WATERWAY IS LOWERING FREIGHT TRANSPORTATION COSTS



*CHIPS, AGGREGATE, LIGNITE, ETC.

INTERSTATE 49 - DESOTO PARISH
$49,000 saved by transporting bridge girders via the Red River Waterway

INTERSTATE 49 - RAPIDES PARISH
$200,000 saved by transporting bridge girders via the Red River Waterway

The Red River Waterway has already proven it's worth. Continued funding will assure it's benefits to the people of Louisiana.

RED RIVER
WATERWAY COMMISSION

Mr. BEVILL. The Chair recognizes Mr. Bill Chapman.

Mr. BILL CHAPMAN. Thank you, sir. I appreciate the opportunity to testify before you and your committee, Mr. Bevill.

As the Oklahoma Vice President of the Red River Valley Association, I am representing the Oklahoma interests today, and as such I will make it as brief as possible.

I am sure that the committee understands that Oklahoma fully supports the Red River Valley and all it is trying to do, and because they will probably speak on the navigation part of it, I will leave that for them, and I will speak about the two or three points that just particularly pertain to Oklahoma, but rest assured, we are fully supportive of the viewpoints of all three State delegations.

The three topics that I wanted to talk and address you about, one of them concerns the McGee Creek Lake in Atoka County, southeastern Oklahoma.

That is a project, bureau project, which has basically been completed. It lacks only, I think, some mineral acquisition and some completion of some roads, and the project would be completely through, so we would like to request of you $500,000 to be appropriated in fiscal year 1991 for that purpose.

The second point that I wanted to address was the bank stabilization in the Index to Dennison Dam portion of the Red River. Not only is this a matter of conservation, but I think it also affects the lower part, the navigation particularly, the siltation that goes on downstream, and so we would like to be supportive of the Texas and Arkansas delegations in asking that you appropriate $500,000 to continue the preconstruction planning work on that project.

Lastly, the Chloride project and the Upper Red, which are the natural salt sources, nine of which are in Texas, one, the largest one, happens to be in Oklahoma, and we would like to request of you $2,500,000 in fiscal year 1991, which would permit the immediate initiation and construction of the low flow dams and pump stations in areas seven and ten, and to continue the original design of the Crowell Brine Lake, the Brine Detention Reservoir and pump stations and the Salt Creek, and—this gets into the Oklahoma part—the Salt Creek Lake in area six, so that construction of these features can be initiated in fiscal year 1992.

We would further like to ask you to request the Tulsa District Corps of Engineers Office to complete the featured design memorandum for area six—that is the one in Oklahoma—in fiscal year 1991, so that construction could begin as soon as appropriate.

That is all I have to say. I appreciate your time and forbearance.

[The statement of Mr. Bill Chapman follows:]

TESTIMONY

by

OKLAHOMA DELEGATION - RED RIVER VALLEY ASSOCIATION

before

THE HOUSE OF REPRESENTATIVES AND THE SENATE
APPROPRIATIONS SUBCOMMITTEES ON ENERGY
AND WATER DEVELOPMENT

WASHINGTON D. C.
27 March, 1990

1990

OKLAHOMA TESTIMONY

FOR

RED RIVER VALLEY ASSOCIATION

My name is Bill Chapman, and I serve as the Oklahoma Vice President of the Red River Valley Association. I was raised and still make my home in the Red River Valley. I am an attorney and a rancher. I and other members of my family have several agricultural holdings in the Red River Valley in Oklahoma as well as Texas. As a result of these interests and being a lifelong resident of the Red River Valley, I am deeply interested and concerned about the proper development and utilization of this valuable national resource.

We in Oklahoma are concerned with several projects in the Red River Valley. This is appropriate since almost half of the State of Oklahoma is in the drainage basin of the Red River. The remainder of my presentation will address these projects and our request regarding each.

There is one lake that has yet to be completely finished in Oklahoma, and we are vitally interested in seeing it reach final completion. McGee Creek Lake in Atoka County in Southeastern Oklahoma only lacks some additional mineral acquisitions and the completion of all roads associated with the project. In order to finally complete this Bureau of Reclamation multipurpose project, we are requesting $500,000 be appropriated in FY 91.

High flows of water and widely fluctuating stages of the Red River continues the back-caving along the Red River between Index, Arkansas, and Denison Dam, which in turn causes the loss of valuable vital improvements and non-replacable agricultural lands. These disastrous losses can be stopped by a systematic program of bank stabilization. It is essential that progressive construction of bank stabilization projects be initiated and continued. Consequently, the Oklahoma Delegation agrees with both of the Arkansas and Texas Delegations in requesting that the Appropriations Committee appropriate $500,000 in FY 91 to continue pre-construction planning work.

The last project that I would like to address is the Red River Chloride Control Project. The entire Red River Valley is becoming increasingly concerned about the ample supply of clean water available for use by the communities along and near the Red River as well as the pollution of the Red River, especially by the natural sources of pollution which the federal government has long since agreed to accept the responsibliity to clean up.

Large volumes of salt enter the Red River in the form of natural brines from salt springs and salt deposits. Some 10 major sources have been identified, 9 in Texas and 1 in Oklahoma. One source, Area VIII, located in Texas has been constructed and it's brine is being pumped through the Bateman Pump Station and pipeline into Truscott Lake all of which was put into operation in May of 1987. Working closely with the Texas Delegation, the Oklahoma Delegation of the Red River Valley Association also requests this committee recommend to Congress the appropriation of $2,500,000 in FY 91 to permit the immediate initiation of construction of the low flow dams and pump stations in Areas VII and X and to

continue the original design of Crowell Brine Lake and the brine detention reservoir and pump stations and Salt Creek Lake in Area VI so that construction of these features can be initiated in FY 92. Further as the largest single source of salt in the 10 areas and the only source of salt in Oklahoma flowing into the Red River, the Oklahoma Delegation would like to ask the committee to request the U.S. Army Corps of Engineers, Tulsa District, to complete the Feature Design Memorandum for Area VI in FY 91 so that construction can begin as soon as appropriate.

Mr. DUGGAN. Our next witness is Bob Mansell, the Vice President of the Red River Valley Association, representing the State of Texas.

Mr. BEVILL. Mr. Mansell?

Mr. MANSELL. Thank you, Mr. Chairman. I will also try to make my remarks very brief. We are here to request money, not take up your valuable time.

We would like to emphasize the continued uncertainty over funding of the Red River Navigation Project. It has not been official. For that project to work, the public and private investment needs to be made along the river to develop the tonnage necessary to create a stream of benefits or the project is simply stifled.

When uncertainty exists over where the project will be built, when will it be built and how far will it be built, that uncertainty needs to be eliminated. We need to move forward with the navigation project in a timely manner, with clear and concise time frames for the implementation of construction features.

The uncertainty is just a very negative aspect of the projects. In addition, the attempts to scale back the project, I think, are ill-thought. The project was intended to provide navigation features in Louisiana, Texas, Arkansas, and Oklahoma.

I think to stop the project at Colfax, Louisiana, would be somewhat compared to stopping navigation on the Mississippi at St. Louis. It just simply doesn't make sense. We need to move forward with the project, and more specifically being from Texas, we need to move forward with the funding of the navigation feature commonly referred to as the leg from Shreveport, Louisiana, to Dangerfield, Texas, and request funding in the amount of approximately $1.25 million for continuation of that construction feature.

In addition, we have a number of other projects that are more unique to Texas that we would like to address today. One is the flood control project at Wichita Falls, Texas. That is a fairly small project, but it is needed to protect lives and property in Wichita Falls on Holliday and McGrath Creeks.

We would support funding in the amount of $650,000 for that project. The second project I would like to address is one that my employer, the North Texas Municipal Water District, is a local sponsor on, the Cooper Lake and Channels Project in Northeast Texas. That project was delayed for many years because of litigation.

The project is now under construction. I believe the budget has a request of $17.4 million, and we would support that. More importantly, the three local agencies, my employer, the city of Irving, and Sulphur River Municipal Water District, are constructing the raw water intake structure and pipeline at an estimated cost of $60 million to be able to use the water at Cooper.

It is our intent to have those facilities in place in late 1991, when the project is complete. So it is very important that we have a timely completion of that construction so that the water is available so we won't have a water shortage, and the investment of local funds will not be wasted because of some unknown delay in construction.

We appreciate your support on the Cooper Project for these many years. The final project that I would also like to address is

the Red River Chloride Project. Mr. Chapman has addressed some of the technical aspects of that project, but I think more importantly that project is one of credibility.

For many years the people in the region basically feel that they were promised, if the project was technically sound and it was cost-effective, we would move forward with it.

The folks in the area have worked to control man-made pollution, primarily coming from oil field brine and have done a good job. The oil field brine pollution problem has been greatly reduced.

The Corps started construction many years ago on certain of the features of the Chloride project. That project works, and now it is very frustrating to people living in the area to be told the project is an on again/off again type of situation, and that for some reason water quality in the Red River is a low priority of the administration.

That doesn't make any sense to the people living up in that area, and we know that your budget is tight, but we would sure hope that you would be able to come up with some money to move forward with the Red River Chloride Control Project to show the people in that area that your committee and the folks up here still believe in that project.

Those are the projects that I plan on testifying for. We know that your funding is tight, but I think people in our region at least recognize that the money we spend on these projects is a wise investment in the future of the nation and it makes America just a better place to live, and we appreciate the work that you do with the committee.

Thank you.

[The statement of Mr. Mansell follows:]

STATEMENT OF THE

RED RIVER VALLEY ASSOCIATION

TEXAS

TO THE SUBCOMMITTEE ON
ENERGY AND WATER DEVELOPMENT
COMMITTEE ON APPROPRIATIONS

HOUSE OF REPRESENTATIVES
MARCH, 1990

Mr. Chairman and Committee Members; my name is Robert B. Mansell. I am Vice-President, Texas, of the Red River Valley Association. I am employed as an Assistant to the General Manager of the North Texas Municipal Water District. My oral comments will be brief and are supported with a written statement. I would first wish to express support for the continued and timely funding of the Red River Navigation Project. The constant question of project funding and its effect on the construction schedule and therefore usability of the project, creates an uncertain economic environment which discourages private investment. The Red River Navigation Project is a good project which will provide positive benefits to this nation. Elimination of the uncertainty concerning construction scheduling will encourage the development of the private and public facilities necessary to facilitate the freight tonnage which will in turn benefit the nation and the area. Further, the Red River Valley Association is concerned, "nay" sayers will scale the project back and declare it complete at Shreveport, Louisiana. That simply is not correct. The project is to provide navigation benefits into the States of Texas, Arkansas, and Oklahoma. A reasonable time frame needs to be developed to allow for the continued construction of the project. Specifically, the Red River Valley Association requests that $1,250,000 be appropriated to continue certain project elements in the reach commonly referred to as Shreveport, Louisiana to Daingerfield, Texas. Hopefully, the Red River Navigation Project will not be the last navigation project embarked in these United States. We hope, however, the full project will be considered the best navigation project in the United States.

The RRVA requests support for continued funding of flood control work needed to protect lives and property in Wichita Falls, Texas. The project referred to as Lake Wichita Holliday Creek and McGrath Creek should receive continued funding at a level not less than $650,000.

The project that is most difficult to address today for the RRVA is a request to fund construction in the amount of $2,500,000 for the Red River Chloride Control Program. The project involves construction of chloride retention facilities in the States of Texas and Oklahoma. Benefits will accrue from the improved water

quality of the Red River for people in four states. The delays and apparent retreat from implementation of the Red River Chloride Control Program by the administration is beginning to raise credibility questions among the citizens of the basin. The project has been properly authorized, construction has begun, and the construction in place is effective. Implementation of studies required by Section 1107 of Public Law No. 99-662, caused the RRVA to defer requests for funding because we believed the study effort was a legitimate exercise to determine the effectiveness of the project. The study is now complete and shows the project to be cost effective. We are now told, water quality is a low priority of the Administration and therefore, the President's Budget contains no funding for continued construction. We have also been told informally that the additional construction will be considered new construction. This is nonsense. The project was started in 1957. The authorization is correct and complete. The project needs to be completed. The project is cost effective and will benefit people living in four states. More importantly, the people living in the basin believe a promise was made by the Federal Government to clean up the natural pollution. Local agencies are working to control man made pollution and have implemented effective, quantifiable programs. Unfortunately, the more recent administrations have elected to abandon the project. The Red River Valley Association requests funding in the amount of $2,500,000 to initiate construction of the various features of the Red River Chlorine Control Program.

Further, the Red River Valley Association supports the appropriation of 17.4 million dollars for the Cooper Lake and Channels Project, Texas. My employer is a local sponsor of the project. After fourteen years of delay caused by somewhat questionable litigation the Corps is now moving forward to complete the project. Deliberate impoundment is scheduled for October of 1991 and the North Texas Municipal Water District, along with the City of Irving and Sulphur River Municipal Water District, are working to develop the pipeline, intake structure and pump station necessary to put the water conservation storage to immediate use. The local agencies will spend approximately 60 million dollars on non-federal facilities to transport this water. In addition, the local agencies will make a repayment to the U. S. Army Corps of Engineers for all the conservation storage in the project. Any delays in the completion of this project will create potential water shortages for the NTMWD and the other agencies. Testimony before this committee for more than twenty years has consistently stated Cooper Lake is wanted, and Cooper Lake will be used. With your continued assistance this project has become a reality.

I, and the members of the Red River Valley Association here today and those at home in the basin, appreciate the consideration this committee provides to the Red River Valley Association. More importantly, however, we recognize the projects you fund provide for an investment in America. It makes this country a better and safer place to live. We appreciate the time, energy and effort you spend on this task.

Mr. BEVILL. Thank you.

Mr. DUGGAN. John Stroud from the State of Arkansas is the next speaker.

Mr. BEVILL. The Chair recognizes Mr. Stroud.

Mr. STROUD. I appear as attorney of the Arkansas Red River Commission and have had the privilege of representing them since they were created 17 years ago and asking you mainly for money for bank stabilization.

As Congressman Anthony said, that is our main problem along the Red River in Arkansas. Last year you appropriated money from this committee. It was in your bill to fund the last cutoff under the bank stabilization project, the last realignment, and a revetment project downstream contiguous with it.

The two needed to be built together, and the Corps says they couldn't build the realignment without the revetment because it would be such rapid bank caving. The bill was—the numbers were cut in half in the Senate, and therefore the realignment project was not able to be begun this year. The revetment project will start this summer, and our most urgent need is to build that contiguous Brown Bend realignment project with funding for fiscal year 1991, $4,100,000, and as I say, you saw fit for us to proceed with both last year, but it fell in the Conference. So we ask that.

There is another important project that has $3.1 million called Finn Revetment. We know of your budget constraints and we simply want you to know that is the next most urgent place in Arkansas. We support the testimony of the others. We don't feel that navigation to Dangerfield is a competing purpose.

Congressman Chapman is working very hard on that, and we in Arkansas want to see that occur and want to support that, and as the time comes to go upstream, we want all of you to keep on pushing, but thank you for the opportunity to appear here.

[The statement of Mr. Stroud follows:]

STATEMENT IN BEHALF OF RED RIVER VALLEY INTERESTS IN ARKANSAS MADE BY JOHN F. STROUD, JR., ON MARCH 27, 1990, AT 2:45 P.M. TO ENERGY AND WATER DEVELOPMENT SUBCOMMITTEE ON APPROPRIATIONS, CONGRESSMAN TOM BEVILL, CHAIRMAN.

1. Red River Emergency Bank Protection (Louisiana, Oklahoma, Arkansas and Texas); Funds requested for FY-91 **$7,200,000**

2. Red River Basin Comprehensive Study (Arkansas, Louisiana, Oklahoma, and Texas) for continuation of planning; Funds requested for FY-91 **Full Corps Capability**

3. Red River Waterway, Shreveport, Louisiana to Index, Arkansas - for continuation of preconstruction planning; Funds requested for FY-91 **$50,000**

4. Red River Levees and Bank Stabilization Below Denison Dam (Texas, Arkansas and Louisiana) for reshaping levees; Funds requested for FY-91 **$1,000,000**

5. Red River Bank Stabilization, Index, Arkansas, to Denison Dam, Texas (Arkansas, Oklahoma and Texas) for continuation of preconstruction planning; Funds requested for FY-91 **$350,000**

6. Red River Waterway, Mississippi River to Shreveport, Louisiana - to initiate construction of Lock and Dams No. 4 and 5 for FY-91; Funds requested for FY-91 **$87,000,000**

OFFSET
CAMERA COPY

GENERAL STATEMENT

As attorney for the Red River Commission of Arkansas, I wish to thank the members of this Committee for the opportunity to again express the concerns, needs and priorities of funding vitally needed from the Congress to continue the orderly development of the Red River Valley in Southwest Arkansas.

Twenty-three years ago, the bank caving in Southwest Arkansas accelerated to such an extent that the levee boards in that area banned together to form an association to present testimony to the Congress with a united voice. At that time, some of the upstream dams in Arkansas and Oklahoma had been completed which substantially alleviated the threat of floods, but which rapidly accelerated the bank caving due to the river remaining at one-half to two-thirds bank full for long periods of time. Since that time, upstream dams known as Millwood, Gillham, Dierks and DeQueen have been completed which have further reduced the threat of flooding, but which have accelerated the bank caving even more.

The State of Arkansas became concerned at this rapid irreparable loss of the most fertile farmland in Southwest Arkansas and recognized that bank stabilization could be a prelude to navigation into Southwest Arkansas. Therefore, seventeen years ago the Arkansas General Assembly created the Red River Commission upon the recommendation of Governor Dale Bumpers, now the Senior United States Senator for the State of Arkansas. The Commission was vested with the authority to furnish the local cooperation necessary for the construction and study of projects and to coordinate with the Corps of Engineers and the Congress to develop the water resources of the Red River in Arkansas. Southwest Arkansas is fortunate to have an abundance of water, rich soil and timber resources, but we vitally need the assistance of Congress to continue the bank stabilization projects for the preservation of these natural resources, and to continue the feasibility study of the extension of navigation from Shreveport, Louisiana, to Index, Arkansas, or to some other location in Southwest Arkansas.

RED RIVER EMERGENCY BANK PROTECTION (LOUISIANA, OKLAHOMA, ARKANSAS AND TEXAS)

It is imperative that this program continue to be funded to provide bank stabilization works in those portions of the river where the caving is most critical and where stabilization works were not included in earlier authorizations. At many of these locations the river threatens vital flood control facilities and endangers valuable public facilities.

The final realignment project in Arkansas to be known as Brown Bend Realignment should be initiated to stop the loss of valuable farmland and to stop the transfer of large quantities of sediment to the navigation system downstream. This reach of the river has been identified as having the most severe bank caving, and construction will begin this summer on Slay Bend Revetment which is contiguous to and just downstream from Brown Bend Realignment. According to the Corps of Engineers, these two projects should be constructed simultaneously. If the realignment project is not constructed soon, the bank caving could cause a misalignment with the revetment project and defeat much of its usefulness.

Funding of the Emergency Bank Protection Program will continue to allow these vital improvements to be accomplished in the areas most critical during the completion of planning still required before the comprehensive bank stabilization program can begin to be constructed.

Continued neglect of these caving banks will substantially worsen alignment of the river, making future realignment for navigation and stabilization more costly and difficult. Many caving banks still have an existing alignment that is usable for the navigation channel when it is authorized, and those banks should be preserved now.

We urge your inclusion of funding of the Emergency Bank Protection program in the amount of $4,100,000 for fiscal year 1991 to remain available until expended for construction of Brown Bend Realignment, and funding in the amount of $3,100,000 for fiscal year 1991 to remain available until expended for construction of Finn Revetment, with both of those contracts to be considered fully funded, but to be contracts to be initiated with funds appropriated in fiscal year 1991.

RED RIVER BASIN COMPREHENSIVE STUDY

This study was authorized and initiated in 1983 and began with a feasibility study by the Tulsa District. The Vicksburg District has now undertaken its reconnaissance and feasibility studies to include flood control, water supply development, generation of hydro-electric power, development and enhancement of recreational potentials and improvement of the river for navigation and port-site development. The study of hydro -electric power in conjunction with navigation on the Red River will undoubtedly prove of economical benefit. We, therefore, urge your approval of the full Corps capability for fiscal year 1991 to continue this comprehensive study, and to specifically include the continuation of a study of the feasibility of navigation from Shreveport, Louisiana, to Index, Arkansas, or to the point in Southwest Arkansas where navigation is currently feasible.

RED RIVER WATERWAY PROJECT, SHREVEPORT, LOUISIANA to INDEX, ARKANSAS

The Congress has funded preconstruction planning for this comprehensive bank stabilization program for several years for the reach of the river from Shreveport, Louisiana, upstream to the Arkansas-Texas boundary at Index, Arkansas. Although much needed stabilization work in certain areas has been performed with funding by the Emergency Bank Protection and Red River Levees and Bank Stabilization Below Denison Dam projects, only through the completion of preconstruction planning and then construction of this comprehensive bank stabilization program can the loss of valuable farmland be ended.

Tens of thousands of dollars have been contributed by the four counties bordering the Red River in Arkansas and by the towns and communities within those counties and over seven million dollars has been placed in the Red River Waterway Trust Fund by the Arkansas General Assembly to meet the non-federal costs required upon construction of this project. The Red River Commission is continuing its efforts to have the non-federal costs in hand when the preconstruction planning is completed so that construction can begin in an orderly manner without delay.

Not only will this project end the loss of some of the nation's most valuable resources but substantial benefits will accrue to the navigation project downstream which is presently under construction. The farmland is now washed downstream only to form worthless sand bars and place tremendous amounts of silt in the channel, both to the detriment of navigation. You appropriated $55,000 for fiscal year 1990 to continue the preconstruction planning, and we thank you for the support. We request an appropriation of $50,000 during fiscal year 1991 to continue preconstruction planning of this comprehensive bank stabilization program.

RED RIVER LEVEES AND BANK STABILIZATION BELOW DENISON DAM

Last year you appropriated $1,000,000 to fund the construction of a failed floodgate on McKinney Bayou Drainage Ditch in Miller County, Arkansas, and indicated that any funds remaining could be utilized to initiate the reshaping of levees. A few years ago the Corps of Engineers completed a study indicating that the levees along the main stem of the Red River in Arkansas should be reshaped to conform to the new flow line resulting from the study. Funding is needed to allow the Corps of Engineers to determine the deficiencies in the project levees in Arkansas that are a matter of grave concern to the Corps of Engineers and the levee districts, and to initiate detailed design for construction of remedial measures.

The reshaping of the levees will allow a more gentle slope on both sides of the levee to increase their integrity and substantially reduce maintenance costs. The Arkansas Red River Commission urges that Congress appropriate the sum of $1,000,000 to determine deficiencies, design remedial measures and begin construction of this project.

RED RIVER BANK STABILIZATION, INDEX, ARKANSAS to DENISON DAM

Bank caving is not only a serious problem between Shreveport, Louisiana, and Index, Arkansas, but it continues upstream between Index, Arkansas, and Denison Dam, Texas. The Congress saw fit to initiate preconstruction planning for a comprehensive bank stabilization project in that reach of the river during fiscal year 1984, but it was not funded again for continued study until last year when the Conference Report recommended and you approved $200,000. We urge the continuation of this preconstruction planning project recognizing that many years of planning are required before construction of this type project can begin. We hope that an orderly development up Red River can continue in the years ahead for the benefit of the people of all four states bordering the Red River. We, therefore, urge you to appropriate the sum of $350,000 to continue this preconstruction planning program during fiscal year 1991.

RED RIVER WATERWAY, MISSISSIPPI RIVER to SHREVEPORT, LOUISIANA

It is a pleasure for the Red River Commission of Arkansas to join with the State of Louisiana to seek funding for the prompt construction and completion of Locks and Dams No. 4 and No. 5. We are well aware of the economic impact that will occur when the navigable channel reaches the port of Shreveport, Louisiana. We, therefore, urge your approval of $87,000,000 for fiscal year 1991 for this project.

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Mr. BEVILL. All right.

Mr. DUGGAN. Mr. Don Sonnier from the state of Louisiana.

Mr. BEVILL. Mr. Sonnier, the Chair recognizes you.

Mr. SONNIER. Mr. Chairman, Mrs. Boggs, and gentlemen of the committee, it is always a pleasure to meet with you all's committee because of the reception that we always receive. On behalf of the Red River Waterway Commission, let me assure you that it is our intention to do everything that we have promised to do to get navigation to the Shreveport-Bossier Metropolitan Area by 1994.

Let me give you just a quick overview of some of the things that we think are significant in the river project. Of course Locks and Dams One and Two are complete. We have got navigation to the Port of Alexandria. Three is 71 percent complete.

We have even had the foresight to start acquiring the lands at Locks and Dams Four and Five in anticipation of the funding that we certainly anticipate getting from you all. As we all know, this was one of the major cost-sharing projects that have come about in recent years, and the people of Louisiana had the foresight to begin taxing themselves so that they could provide their share that was necessary to comply with the federal mandated rules.

The people of Louisiana, I think, have proven their commitment to this project. We at this point in time need $87 million to continue the project in the efficient manner in which we are doing now. We are 66 percent complete with the project.

We want to finish the project. We all know that. We again ask for your support. We also support all of the actions of the Red River Valley Association in their efforts to benefit the four State area of the Red River Valley.

We all have a lot of important projects, and we know that we are all working together, as you can see from the reaction we have gotten from the other people. Thank you for the opportunity to meet with you all.

We appreciate the support, and we know that we can count on you all to help further develop our river that will be a betterment for our nation. Thank you.

[The statement of Mr. Sonnier follows:]

ORAL STATEMENT
PRESENTED TO
APPROPRIATIONS SUB-COMMITTEES
ON
ENERGY AND WATER DEVELOPMENT
HOUSE SUBCOMMITTEE - MARCH 27, 1990, 10 A.M.
AND
SENATE SUBCOMMITTEE - MARCH 27, 1990, 2 P.M.

IN BEHALF OF
THE STATE OF LOUISIANA
AND
THE RED RIVER WATERWAY COMMISSION
OF LOUISIANA

BY
DONALD SONNIER
COMMISSIONER

Honorable Ladies and Gentlemen of the Committee, as a senior member of the Louisiana Red River Waterway Commission, I would like to thank you for the privilege of addressing this Committee with the opportunity to share the viewpoints and comments of the Commission.

Let me remind the members of the Committee of the vast economic value and growth potential of the Red River Waterway Project to the citizens of Louisiana and its neighboring states, as well. As it has from the inception of the project, the Red River Waterway Commission is firmly dedicated to accomplishing its tasks in achieving the ultimate goal of navigation on the Red River from the Mississippi River to Shreveport, Louisiana by 1994. Locks and Dams 1 and 2 are complete and operational with navigation to Alexandria. Lock and Dam 3 is over 71% complete and we have in good faith acquired the property for Locks and Dams 4 and 5. The project, while targeting first at navigation, as well as industrial development and improved recreational use of the river has also served to enhance the environment, leaving it in better condition than that in which it was found. The dedication to the project and the enthusiasm of the people of Louisiana is evident through their individual support in obtaining local funding for the various port industrial park sites, and recreational areas on the river.

Lands have been acquired, utility commitments have been secured, and potential industrial park site users are standing by awaiting completion of the navigation project. The Red River Waterway Commission actively supports and deals with the public on a daily basis in the development of these ports, industrial park sites, and recreational areas. This project, in its construction stage, has brought many job opportunities to the people of Louisiana who might otherwise have had to leave their homes to seek employment elsewhere. But, most importantly, the completion of the project will result in an expansion of jobs for Louisianians through the development of these various ports, industrial park sites, and recreational areas. Louisiana wants to continue to work

toward the completion of this project. However, in order to do so, the funding must be available. We fervently urge you, the Committee, to honor our request for the $87,000,000.00 funding level for the Red River Waterway Navigation Project. We remain in support of the Administration and the Congress in its ongoing endeavors to reduce the national debt. Moreover, at a time when cost efficiency is so highly scrutinized by the people of this nation, to abandon or to even severely delay such a large project at a point where it is nearing the 60% completion level would result in a gross injustice to the integrity of the accomplishments thus far. Louisiana wants to finish the job it has set out to do and attain its goal of water borne commerce on the Red River. On behalf of the Red River Waterway Commission and our fellow Louisianians dedicated to the completion of this project, I urge you to continue to afford the Red River Waterway Navigation Project your support. Do not allow our past achievements to have been in vain and ultimately come to be considered a gross waste of the funds thus far expended.

We would also ask that you acknowledge our continued support of the Red River Valley Association and their basin wide request on behalf of our neighboring states bordering the Red River. Our projects serve to enhance the economic growth of our neighbors just as their projects contribute to Louisiana's economic growth and stability. Through the consistent contributory actions of the Red River Valley Association, coordinating these related projects on the tributaries of the Red River, all of these projects are becoming a reality serving to better the economy and environment of the people of the "Red".

In conclusion, on behalf of the Red River Waterway Commission, and our fellow supporters, we would like to express our sincere appreciation of all of the support this Committee has afforded this project from the beginning, and it is our sincere hope that you will continue to recognize this need. Thank you once again, for the privilege and the opportunity of addressing this Committee with the views of the Commission.

DS/cdp

Mr. BEVILL. Thank you very much. Any questions or statements?

Mr. CHAPMAN. Mr. Chairman?

Mr. BEVILL. The chair recognizes Mr. Chapman.

Mr. CHAPMAN. Before I say a word, I want to extend my congratulations to you on what day it is today. For those who may not realize it, it is our chairman's birthday, so happy birthday to you.

With that aside, let me take just a moment to say a special thanks to this delegation from the Red River Valley Association.

These folks are good friends of all of the people in the four States area. They do a great job. It has been my privilege to be able to be with them at their annual association meetings every year since I have been in Congress, and I want to congratulate them on the fine job they always do in presenting their case succinctly to this committee.

As you know, I was one of you there at the witness table for the first three years I was in Congress, presenting testimony to this committee. I am now privileged to be a member of the Appropriations Committee.

You continue to do an excellent job. For one, I can assure you this committee is supportive of what you are trying to accomplish. Let me say, Mr. Chairman, Mr. Watkins is not here today not because of any lack of interest in this group, but because he is chairing, next door to us, another subcommittee and he asked me to express his appreciation to my cousin from north of the Red River for his participation here. Congressman Watkins certainly gives his support, too.

I appreciate very much this testimony today.

Mr. WHITTEN. I appreciate that, too. I am supposed to be over there. Mr. Watkins does a good job.

Mr. DUGGAN. Mr. Bevill, we appreciate you hearing us so patiently. Before we go, though, I would like to recognize over 70 interested citizens who have given of their time and money to come up here and support this.

Would all of you stand, please. We have two mayors in this group.

Mr. BEVILL. This is very impressive. There isn't a better group, better organized or one that presents their testimony any better than you do. You do a great job, and we appreciate you, and we know that this is a sacrifice for you to leave your businesses, your work.

Mr. WHITTEN. Mr. Chairman, I wonder who is keeping the store.

Mr. BEVILL. That is a good question. This is such a good turn out here.

Mr. MYERS. They want to keep the store, that's why they are here.

Mr. BEVILL. Knowing the good job Mr. Duggan does, I know your presence here will be shown in the record, and this certainly helps us in helping you. So thank you very much.

Mrs. BOGGS. Mr. Chairman, you can also see the various kinds of businesses and associations that all of them represent. Every year the Red River has a great delegation here, but this year is the largest and the most comprehensive we have ever had. We are so grateful to all of you for being here. Mr. Chairman, I would like to say that every birthday of yours is a happy day for all of us.

Mr. BEVILL. Thank you.

TUESDAY, MARCH 27, 1990.

PORTS OF BATON ROUGE AND BOGALUSA, LOUISIANA

WITNESSES

HON. RICHARD H. BAKER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF LOUISIANA

M. E. TAYLOR, MAYOR OF BOGALUSA

Mr. BEVILL. Congressman Baker is next. Richard, we are pleased to have you with us. You may proceed as you wish. Your prepared statement will be made part of the record.

Mr. BAKER. Thank you, Mr. Chairman, members. I do appreciate the courtesy to make brief remarks today.

I am really here to welcome the Mayor to Washington, who represents a community back home where we have done, through the help of the committee in past years, significant work in the development of a new port project.

The mayor will speak in some detail as to the economic consequences of that. I am simply here to say thanks for the effort to date. You have done a good job, but we can't stop now, and certainly I know that, given your willingness to assist in the past, you will give the Mayor's comments all the consideration that you are able to. With that, I would like to welcome Mayor Taylor, who has been Mayor in Bogalusa for 4 years, and a member of the council before that.

He will make the appropriate remarks on behalf of the project. Thank you.

[The statement of Hon. Richard Baker follows:]

Congressman Richard H. Baker
Testimony
Appropriations Subcommittee on Energy & Water Development
March 27, 1990

It is certainly a privilege to participate in this important appropriations planning session. In order to render the West Pearl River navigable in accordance with the orginal plan of the Pearl River Navigation Project, maintenance dredging by the Corps of Engineers is necessary. The economic benefit of this project is tremendous. The unemployment rate in the State of Louisiana has been alarmingly high in recent years and there is no better example of this problem than in this particular region of the state. The completion of this project is vital in order for this region to rebound economicly. Total cost to complete the dredging by 1991 is presently estimated to be $1,600,000 however only $1,000,000 has been budgeted. I fully support complete funding for the Port of Bogalusa project and hope the Subcommittee realizes the economic importance that a finished project will have for the region.

Congressman Richard H. Baker
Testimony
Appropriations Subcommittee on Energy & Water Development
March 27, 1990

Paritcularly during this time of year, it is very common to have a large amount of rain fall in the state of Louisiana. With these torrential rains comes also the problem of flooding in many of the low lying areas. The Corps of Engineers has two projects, the Amite River & Tributaries and the Comite River in this year's budget which I want to whole-heartedly endorse. As we speak now, officials from from the Corps are meeting in Baton Rouge to address the flood problems in Livingston and East Baton Rouge Parish. With the undertaking and completion of these two projects, residents in Louisiana will be able to live more comfortably knowing that there is a definite plan to control flooding. This is an essential first step to elimante this critical problem.

Congressman Richard H. Baker
Testimony
Appropriations Subcommittee on Energy & Water Development
March 27, 1990

It is certainly a privilege to participate in this important appropriations planning session. Presently, the United States Corps of Engineers is conducting a Cost Benefit Study on the feasibility of undertaking Phase II of the project to deepen the Mississippi River to forty-five feet. As you are aware, for years Louisiana's economy was sol dependent on the oil and gas industry. With the fall of oil prices, our state has been dealt a serve economic blow. When formulating this study, I urge the Corps to keep these vital economic factors in mind. This review process must look at the current, as well as, historic industrial trends and projects in which the Greater Baton Rouge Port has accomplished. For instance, hundreds of millions of dollars in plant expansions are being done in this area. With the completion of this important project, significant increases in productivity and exports are expected. These development projects which are committed and ongoing should be consider in the Corps' economic assessment study.

The deepening of the Mississippi River to forty-five feet from Mile 181 to Baton Rouge is critical to the petrochemical and agricultural industries in the Baton Rouge area. It is a necessity for the Port of Greater Baton Rouge to remain competitive with other Gulf ports, and this project will have a unique industrial effort by enabling the Port of Greater Baton Rouge to compete better in international market. I whole-heartedly support the Greater Baton Rouge Port, and I look forward in these forthcoming days to work with the Corps to make this project a success.

Mr. BEVILL. We are pleased to have you with us, and the Chair recognizes you, Mayor.

Mr. TAYLOR. Thank you, Mr. Chairman, other members of the committee. For the record I am Mayor Taylor from Bogalusa, Louisiana I am here today to testify on the Pearl River Navigation Project. Maintenance dredging by the Corps of Engineers on the Pearl River Navigation Project is necessary to render the waterway navigable in accordance with original purpose of the project and to provide those benefits envisioned when the project was first authorized.

There is even more reason today to provide the support necessary to reestablish and maintain the commercial utility of the project. In the past year, there has been demonstrated significant interest in the use of the waterway by several industrial shippers, as well as the actual present use when available by Gaylord, the area's largest employer, for shipping coal to its Bogalusa mill for boiler fuel.

In view of the area's high unemployment, the potential impact of a commercially viable waterway becomes even more important. At present, although the Corps of Engineers began dredging operations in 1988, with anticipation that the waterway could thereby be reopened to commercial traffic, the Corps now has information indicating that the scope of the dredging required is greater than originally anticipated and additional funds will be necessary.

The funds presently available will have to be supplemented in the approximate amount of $600,000 in order for the Corps to complete the dredging. The total cost to complete the dredging by 1991 is estimated to be $1,600,000.

One million dollars has been appropriated. The City of Bogalusa feels like this project is justified for many reasons. Bogalusa has no direct through rail service, nor is it located on or near any interstate highways. Because of its isolation, a viable waterway would contribute significantly to the future economic potential. Bogalusa is an area of high unemployment. The area does have able employees who have a demonstrated work ethic.

The presence of Sullivan Regional Vo-Tech is an attraction to industry because it will set up training programs for new employees. Most of Gaylord Container's Corporation expansion, which will make it the fifth largest paper mill in the world, will necessitate substantial increases in both raw materials and finished products, many of those most conveniently shipped by water.

Numerous other bulk shippers have indicated an interest in delivering products to Bogalusa if they can be assured of a 12-month navigability. After partial navigability was established, commercial navigation began immediately with the transportation of both coal and gravel.

In closing, Mr. Chairman, and members of the committee, the navigation project has received all the necessary environmental approvals. Thank you for your consideration.

[The statement of Mr. Taylor follows:]

STATEMENT OF THE CITY OF BOGALUSA, LOUISIANA
M.E. "TOYE" TAYLOR, MAYOR

PEARL RIVER NAVIGATION PROJECT
Dredging by Corps of Engineers

Summary

Request for appropriation in the approximate amount of $600,000.00 to be allocated for dredging by the Corps of Engineers on the Pearl River Navigational Canal and Pearl River.

The Corps of Engineers had begun dredging in 1988/1989. The projected estimated cost of completing the dredging in 1990, in the approximate amount of $1,000,000.00, was revised by Corps in February when it realized that the amount of material that needed to be removed from the River was greater than it had initially estimated. The additional cost to complete the dredging based on present estimates is approximately $600,000.00.

Justification

1. Bogalusa has no direct through rail service.

2. It is not on any Interstate highways.

3. Because of its isolation, a viable waterway would contribute significantly to its future economic potential.

4. Bogalusa is in an area of high unemployment.

5. The area does have a number of able employees who have a demonstrated work ethic.

6. The presence of the Sullivan Regional Vo-Tech is an attraction to industry because it will set up training programs for new employees.

7. Most of Gaylord Container's Corporation expansion will necessitate substantial increases in both raw materials and finished products, many of those are most conveniently shipped by water:

Roundwood	Process chemicals
Chips	Finished products
Bulk waste paper	Boiler fuel - coal

8. Numerous other bulk shippers have indicated an interest in delivering products into the Bogalusa port if they can be assured of a 12-month navigability.

9. After partial navigability was established, commercial navigation began immediately for the transport of both coal and gravel.

11. The navigation project has received all necessary environmental approvals.

TEXT

Maintenance dredging by the Corps of Engineers on the Pearl River Navigation Project is necessary to render the waterway navigable in accordance with the original purpose of the Project and to provide those benefits envisioned when the Project was first authorized.

There is even more reason today to provide the support necessary to reestablish and to maintain the commercial utility of the Project. In the past year there has been demonstrated significant interest in use of the waterway by several industrial shippers, as well as the actual present use, when available, by Gaylord, the area's largest employer, for shipping coal for boiler fuel to its Bogalusa Mill. In view of the area's high unemployment, the potential impact of a commercially viable waterway becomes even more important.

At present, although the Corps of Engineers began dredging operations in 1988 with the anticipation that the waterway could thereby be reopened to commercial traffic, the Corps now has information that the scope of the dredging required is greater than originally anticipated, and additional funds will be necessary. The funds presently available will have to be supplemented in an approximate amount of $600,000.00 in order for the Corps to complete the dredging. Total cost to complete the dredging by 1991 is presently estimated to be $1,600,000.00. $1,000,000.00 has been appropriated.

The establishment of water transportation to Washington Parish and its largest city, Bogalusa, as well as the smaller municipalities near the waterway in both Washington and St. Tammany Parishes, is of particular importance. The city of Bogalusa no longer has any direct through rail service, thereby significantly impacting rail transportation as a viable means for moving bulk commodities into and out of the area on a commercially efficient basis. In like manner, this area is isolated from the interstate highway system. All road service is secondary roads which renders truck traffic dangerous and inefficient. The presence of a viable waterway would enable this entire area to become more competitive as an industrial area.

The City of Bogalusa and Washington Parish are in areas of high unemployment. Unemployment has averaged approximately 12.5% during recent years. Surveys of the labor market indicate that there are a number of able workers with a demonstrated work ethic. This area would succeed in attracting additional industry because of the completion of this Project. Many of these people presently commute over two

hundred miles per day in order to make a living. The Sullivan Regional Vocational Technical Institute is very attractive to potential industrial prospects as programs are available for training and retraining potential new employees. The single most often repeated impediment to further industrial expansion here is lack of efficient economical bulk transportation.

As indicated above, Gaylord Container Corporation, the area's largest industry, has used, when available, the waterway for the transport of coal as boiler fuel. If the waterway is completed and maintained on a twelve month basis, it is anticipated that approximately 57,760 tons of coal would move up the waterway each year. Additionally, approximately 31,640 barrels of fuel oil would in all probability come into the area by barge.

The Gaylord Mill is currently under an expansion program. When complete, production will be approximately 952,000 tons per year, an increase of 182,015 tons per annum. This will result in an increased demand for raw materials. Included in the modernization will be a new wastepaper system that will utilize substantial quantities of wastepaper (old corrugated containers, box plant clippings, etc.). The Bogalusa Mill presently uses 111,500 tons of wastepaper per year. With completion of the expansion, this tonnage will increase to 154,425 tons per year. The metropolitan areas proximate to Chicago, St. Louis, Memphis, Tampa and Houston will all be sources of substantial quantities of wastepaper. The most efficient way to move this wastepaper into the Bogalusa Mill is by barge. Demand for wood used in the production of paper will also increase substantially. It is anticipated that additional demand for hardwood will equal 377,200 tons per year, and additional demand for pine will be over 125,000 tons per year. Studies are presently underway to identify areas of wood production that can move this wood into the Bogalusa area by barge as opposed to land transportation. As the demand for pulpwood increases, all producers are going to be required to move raw materials greater distances in order to find them at competitive prices. Total wood consumption on an annual basis will equal 2,087,800 tons of pine and 385,000 tons of hardwood. The availability of water transportation will do much to strengthen the future of the area's primary industry. It is also anticipated that certain of the basic pulping chemicals could move into the area more economically by barge. Increased use of caustic soda will be in the range of 24,100 tons per year, 2700 tons of lime per year and 600 tons of sulphur per year.

Potential for use of the waterway for the shipment of finished products is also under consideration. Gaylord currently exports finished product. Its 1990 plan indicates the shipment of 98,880 tons. This is presently trucked to ports in Mobile and New Orleans, loaded into containers and then shipped out by container vessels. Studies are presently being done on containerizing the products at the mill. They could then be shipped out by barge and off loaded onto the oceangoing vessels. When the expansion program is complete, it is anticipated that annual export would be in the range of 117,000 tons per year. Production of tall oil and turpentine will also increase. It is anticipated that approximately 20,300 tons of tall oil will be moved out each year and 358,900 gallons of turpentine. These products also readily lend themselves to barge movement.

Bulk shippers other than Gaylord Container Corporation have indicated an interest in delivering products into the Bogalusa port if those shippers could be assured of year round navigability on the waterway. Included in the commodities reflective of such interest are agricultural chemicals, lime and fertilizer, sand and gravel, export of wood and wood chips and containerized freight forwarding. Since partial navigability was established following the dredging in 1988 and 1989, one sand and gravel industry did locate on the canal and had begun to ship products. However, when navigation was interrupted, that company lost its contracts and is unable to resecure the contracts until navigability is insured on a twelve month basis.

By public hearing in Bogalusa, Louisiana, on February 3, 1989, a large turnout of potential users of the River and the Canal testified. Several representatives of the Corps were also present. The following industries (either by representative at the hearing or by subsequent letter) expressed support of the project and interest in utilization of the port:

1. Dravo Basic Materials CO., Inc.,
   Birmingham, Alabama

2. S & M Fertilizer & Seed Co., Inc.,
   Franklinton, Louisiana

3. AgriBasics Fertilizer Co., Inc.,
   Richardson, Texas (ConAgra)

4. Agrico Chemical Co.,
   New Orleans, Louisiana (Freeport-McMoran)

5. Cargill-Fertilizer Division,
   Baton Rouge, Louisiana

6. Gaylord Container Corp.,
   Bogalusa, Louisiana

7. Gaylord Chemical Corp.,
   Bogalusa, Louisiana

8. Texas Industries/Louisiana Industries

9. Pearl River Navigation Co.

10. Pearl River Aggregates

11. Louisiana Scrap Metal Co.

12. Hydro International

13. Standard Gravel

14. Coastal Sand & Gravel

15. ITO, New Orleans, Louisiana

16. Cavenham Forest Industries Inc.

The City of Bogalusa presently plans to build a public port. It has made arrangements to acquire a portion of the O. A. Green property wherein the port will be located which will eliminate the most expensive part of the dredging cost. It is estimated that dredging costs from Lake Borgne to the O. A. Green site is approximately one-half of the total cost for dredging the waterway all the way to Richardson's Landing. For that reason, the City agreed to relocate the municipal port on the O. A. Green site in order to save the substantial dollars that would have otherwise been required to dredge to the City property at Richardson's Landing. There is every reason to believe that the port will be equally effective and economically viable at the O. A. Green site as at Richardson's Landing.

This project will have no negative impact on the environment. It has been thoroughly reviewed by Federal and State agencies and it has been demonstrated that this commercial utilization of the waterway will not impact on the area. Recreational and other use of the waterway can continue without interference.

Mr. BEVILL. Thank you very much.

Mrs. BOGGS. Mr. Chairman, it was very nice to have that very good testimony, and, it is so true, in that area of the state we really need revitalization of the economy, and they are doing a wonderful job.

Mr. TAYLOR. Thank you.

TUESDAY, MARCH 27, 1990.

TOMBIGBEE RIVER VALLEY WATER MANAGEMENT DISTRICT

WITNESSES

ROBERT S. WEIR, EXECUTIVE DIRECTOR, TOMBIGBEE RIVER VALLEY WATER MANAGEMENT DISTRICT

HAROLD BLALOCK, PRESIDENT, LOWNDES COUNTY BOARD OF SUPERVISORS

FRED HAYSLETT, MAYOR, CITY OF COLUMBUS

Mr. BEVILL. Next we have Mr. Robert Weir, Executive Director of Tombigbee River Valley Water Management District.

Mr. Weir, you may proceed as you wish.

Mr. WEIR. Thank you, Mr. Chairman, distinguished members of this committee, ladies and gentlemen.

I am Robert Weir. I am representing the Tombigbee River Valley Water Management District, a water resource agency of the State of Mississippi. We have submitted statements to the committee.

However, there is one project that we do want to make some comments here this afternoon about, and that project is the Luxapalila Creek Project, located in Lowndes County, Mississippi and Lamar County, Alabama. The project was authorized by Congress on Public Law 85-500. The Luxapalila Creek General Design Memorandum was initially completed by the Mobile district in 1968, and approved by the Office of the Chief of Engineers in 1970.

Construction of the lower portion of the channel was completed in 1973, and construction contract for the remaining channel works on the approved projects setting was advertised and awarded in 1975, subsequent to the filing of the final environmental impact statement.

The construction contract for the remaining work on the project setting was terminated due to litigation stemming from environmental concerns. In 1984, the court dismissed the lawsuit. After several years of restudying this project, the Corps has designed a project that should resolve the environmental concerns.

In order to fulfill the mitigation requirements, most of the mitigation will be implemented in upper reaches of the Luxapalila, which is located in Lamar County, Alabama. The Corps has applied current cost-sharing policies set forth in the Water Resource Act of 1986.

This would require the local sponsors to assume all costs for the fish and wildlife mitigation. It is our position that the traditional cost-sharing policy should prevail, since the project was ongoing prior to 1986.

This project does not go without some investment by the local sponsors. At the time that this was placed on hold by a temporary injunction, we had as a local sponsor invested approximately three-quarters of a million dollars.

Any other cost-sharing policy would prevent the project from being implemented. The project, when completed, will provide numerous benefits for Lowndes County, Mississippi, and Lamar County, Alabama.

A couple of those benefits that would result: in the State of Alabama it would eliminate year-round flooding in about 3,400 acres of bottom-land hardwoods and agriculture lands between Steens and Millport, halt the upstream progression of the swamp between Steens and Millport and prevent approximately 1,950 acres from being affected by year-round flooding in the future.

In Mississippi it reduces 100-year flood stage in Columbus between one nav-feet and two nav-feet. In recognition of the fact that the local sponsors for the Luxapalila Creek portion of the Tombigbee River and the tributaries, Alabama-Mississippi project have already met their requirements for the cash contribution toward the project construction as specified in Public Law 85–500, which authorized the project.

Current cost-sharing criteria as specified in Public Law 99–662 should not be applied to this project. We recommend that the Secretary of the Army be directed to resume construction of the project in accordance with the construction cost-sharing policy that requires local sponsors to bear 100 percent of all costs of lands and relocations for the project.

All other project costs shall be at 100-percent Federal expense. The remaining cost of the project to implement it would consist of approximately $13 million of federal costs and $1.5 million from the non-Federal sponsors. The Tombigbee River Valley Water Management District is keenly aware of the need for careful attention to the environmental concerns of the area and for the great personal property that has been caused by the flood action in Lowndes County and Columbus and Lamar County, Alabama.

Tombigbee River Valley Water Management District, as local sponsor, supports protecting our fish and wildlife habitat. However, the expensive mitigation proposals currently required would most likely prevent the implementation of the project.

If the Federal Government supports such policies, they must not shift the financial burden upon the local sponsors. The limited tax base in some parts of our nation would not allow for such expense regardless of the need for the project. I have with me today the mayor of Columbus, Mississippi, Fred Hayslett, who will now make a few comments, short comments.

[The statement of Mr. Weir follows:]

COMMENTS SUBMITTED

AT

PUBLIC HEARINGS FOR FY 1991

March 27, 1990

BEFORE

HOUSE APPROPRIATIONS SUB-COMMITTEE

ON

ENERGY AND WATER DEVELOPMENT

IN SUPPORT OF

TOMBIGBEE RIVER BASIN, MISSISSIPPI AND ALABAMA

SUBMITTED BY

ROBERT S. WEIR, EXECUTIVE DIRECTOR
TOMBIGBEE RIVER VALLEY WATER MANAGEMENT DISTRICT
TUPELO, MISSISSIPPI

SUMMARY

TOMBIGBEE RIVER AND TRIBUTARIES

FLOOD CONTROL PROJECT PL 85-500, 85th CONGRESS
MISSISSIPPI AND ALABAMA

RECOMMENDING CONTINUED SUPPORT OF FLOOD CONTROL PROJECTS ON THE TOMBIGBEE RIVER AND TRIBUTARIES IN THE STATE OF MISSISSIPPI TO THE EXTENT OF THE CORPS OF ENGINEERS' FULL CAPABILITY.

LUXAPALILA CREEK PROJECT IN RECOGNITION OF THE FACT THAT THE LOCAL SPONSORS FOR THE LUXAPALILA CREEK PORTION OF THE TOMBIGBEE RIVER AND TRIBUTARIES, ALABAMA AND MISSISSIPPI PROJECT, HAVE ALREADY MET THEIR REQUIREMENTS FOR THE CASH CONTRIBUTION TOWARD THE PROJECT CONSTRUCTION AS SPECIFIED IN PUBLIC LAW 85-500 WHICH AUTHORIZED THE PROJECT. CURRENT COST SHARING CRITERIA AS SPECIFIED IN PUBLIC LAW 99-662 SHALL NOT BE APPLIED TO THE PROJECT.

RECOMMEND THAT THE SECRETARY OF ARMY BE DIRECTED TO RESUME CONSTRUCTION OF THE PROJECT IN ACCORDANCE WITH THE CONSTRUCTION COST SHARING POLICY THAT REQUIRES LOCAL SPONSORS TO BEAR 100 PERCENT OF ALL COSTS OF LANDS AND RELOCATION FOR THE PROJECT (AN ESTIMATED COST OF $3,867,000 AT CURRENT PRICES).

ALL OTHER PROJECT PROPOSED COSTS INCLUDING COSTS FOR FLOOD CONTROL, FLOOD WARNING SYSTEM, EROSION CONTROL, SEDIMENT CONTROL, AND FISH AND WILDLIFE MITIGATION SHALL BE AT 100 PERCENT FEDERAL EXPENSES (AN ESTIMATED COST OF $17,953,000 AT CURRENT PRICES).

TOMBIGBEE RIVER BASIN MISSISSIPPI AND ALABAMA, AND TUSCUMBIA RIVER BASIN, MISSISSIPPI

FLOOD PREVENTION AND CONTROL, SOIL EROSION AND SILTATION CONTROL, WATER QUALITY CONTROL, WATER SUPPLY, RECREATION FISH AND WILDLIFE, ENVIRONMENTAL QUALITY, WATERSHED PROTECTION AND ALLIED PURPOSES - RESOLUTION BY THE COMMITTEE ON PUBLIC WORKS AND TRANSPORTATION OF THE HOUSE OF REPRESENTATIVES, UNITED STATES OF AMERICA, ADOPTED SEPTEMBER 19, 1984.

TOMBIGBEE RIVER (EAST FORK BASIN) - RECOMMEND AUTHORIZING FUNDING A DEMONSTRATION PROJECT IN ORDER TO AVOID ADDITIONAL EXPENSE FOR STUDIES AND LAPSE OF TIME THAT WILL ONLY CAUSE FURTHER DAMAGE WITHIN THE BASIN.

STATEMENT OF ROBERT S. WEIR
EXECUTIVE DIRECTOR
TOMBIGBEE RIVER VALLEY WATER MANAGEMENT DISTRICT
SUBMITTED TO THE SENATE AND HOUSE
ENERGY AND WATER DEVELOPMENT APPROPRIATIONS SUB-COMMITTEES

March 27, 1990

The Tombigbee River Valley Water Management District was created for the purpose of developing and conserving the human and natural resources of our region of Mississippi. We represent twelve member counties located in Northeast Mississippi consisting of approximately 350,000 people; however, our projects may benefit a larger area and a considerable larger population.

Our agency has proudly served as the official sponsor to the U. S. Corps of Engineers in the construction of the Tennessee-Tombigbee Waterway.

Tombigbee River Valley Water Management District has also proudly served in the sponsorship of a great number of flood control projects and other water related projects that have resulted in considerable benefit to our area of the country. Our goals are to continue addressing and resolving the needs of the people of our area.

East Fork Project

The East Fork Project is being conducted as part of the U.S. Army Corps of Engineers, Mobile District and U.S. Department of the Agriculture, Soil Conservation Service joint study of the Tombigbee River Basin, Alabama and Mississippi. The Joint Basin Study is being conducted in response to a special Congressional Resolution dated September 19, 1984 (under the authority of Public Law 87-639)

The major resource issues identified in the East Fork Basin Study area are related to sedimentation. The largest percentage of sediments within the basin are the result of streambed and bank erosion (approximately 80 percent), with the remainder coming from eroding agricultural and forest land. Both channel and upland sources of sediment are causing significant adverse impacts including: reduced farmland production, land loss along streambanks, sediment and debris accumulation in the lower reaches of the tributaries and the East Fork, timber damage in the flood plain forest area dedicated to intensive wildlife management as part of the Tennessee-Tombigbee Waterway (TTW) Wildlife Mitigation Program, flooding along portions of the tributaries and East Fork, increased dredging of the TTW navigation channel in Aberdeen Lake and degradation of aquatic habitat of the East Fork, including instream gravel habitat of 3 species of endangered mussels.

The East Fork Basin is a rural area, with very limited urban or industrial land uses. Land use, as well as employment, is dominated by agriculture forestry. The importance of the well being of the land base in the study area is therefore critical to the continuance of these historic rural lifestyles. With approximately 44 percent of the East Fork Basin involved in agriculture, erosion control is a major issue. It is important that the critically eroding areas within the basin be treated in a timely manner to prevent deterioration of the resource base and improve downstream water quality.

The East Fork stream and adjacent flood plain are a productive and diverse ecosystem, recognized on a regional and national level. While enduring tributary channelization in the western drainage and some channel modifications to the main stem, the East Fork has maintained the characteristics and productivity of a natural free-flowing stream. The East Fork Basin supports 98 of the 115 species of freshwater fish found in the upper Tombigbee drainage. With a total of 40 species of unionid mollusks, Epioblasma penita, Pleurobema curtum, and Pleurobema taitianum, is found in the East Fork. In addition, to these significant aquatic habits, the flood plain forest along the East Fork provides habitat for a diverse wildlife community. Much of this flood plain area is owned by the Corps and is managed for wildlife as part of the TTW Wildlife Mitigation Program.

Regarding the sedimentation issues, the Corps and SCS have developed measures that would address the erosion and sedimentation problems in the East Fork Basin. The measures have been systematically developed to address the total basin area. The measures include stream channel grade control structures, bank protection, land treatment, flood and sediment control structures, minor grade control structures, and filter strips. These measures are believed to be publicly acceptable, implementable, and feasible from economic, environmental, engineering, and sociological viewpoints.

Due to the ongoing nature and severity of the sedimentation problems, implementation of the above measures through a demonstration project similar to the DEC Project, is advisable. Such an approach would reduce future study costs and time necessary to reach the construction phase. In addition to resolving the stream channel and farmland erosion problems in a more timely manner, a demonstration project approach would reduce and possibly reverse the long-term adverse environmental degradation in the East Fork and adjacent flood plain.

Luxapalila Creek Project

The project for flood control and related purposes on the Tombigbee River and Tributaries, Mississippi and Alabama, which includes Luxapalila Creek, was authorized by Congress in the Flood Control Act approved July 3, 1958 (Public Law 85-500)

The Luxapalila Creek General Design Memorandum (GDM) was initially completed by the Mobile District in 1968 and was revised and approved by the Office of the Chief of Engineers in 1970. Construction of the lower 2.1 miles of channel works was completed in 1973 at a cost of $6,594,000 to Federal and non-Federal sponsors. A construction contract for the remaining channel works on the approved project segment was advertised and awarded in 1975 subsequent to the filing of the Final Environmental Impact Statement. The construction contract for the remaining work on the project segment was terminated due to litigation steming from environmental concerns.

In June 1979, the Mobile District determined that a study to supplement the GDM and FEIS was necessary to reaffirm and to reformulate the project segment since the area's development and land use had changed, hydrologic conditions had been altered, and new technical standards and study requirements had been adopted for the planning process since the initial studies were performed in the 1960's. The Mobile District requested approval to supplement the GDM on Luxapalila Creek by letter dated July 25, 1979. Approval was granted in the 1st Endorsement from the South Atlantic Division (SAD) dated August 15, 1979. The Plan of Work for the new study was submitted to SAD in January 1981 and was approved in February 1981. In 1984, the Court dismissed the lawsuit without prejudice to the Plaintiffs. This report presents the planning and engineering procedures used in the development and assessment of plans to reduce damage and damage susceptibility in the flood plain of Luxapalila Creek from Columbus, Mississippi to Millport, Alabama.

The Selected Plan contains a 75-foot bottom width channel from mile 2.1 to Waterworks Road, selective clearing and snagging from Waterworks Road to mile 28.4, transitions at mile 2.1 and Waterworks Road, slope protection, bridge protection, a fabric dam downstream from Waterworks Road, modification of the Columbus water intake, a grade control structure at the mouth of Magby Creek, lateral channels, a diversion channel, a sediment trap, a beaver trapping and dam removal program, timber management on the easement lands between Steens and Millport, the installation of notched riprap sills and pools in the Columbus reach, the installation

of notched riprap sills in the Millport reach, and a flood warning system. Federal and non-Federal interests completed relocation efforts on two railroad bridges, four highway bridges, and utility crossing, and Mississippi and Alabama had paid the required cash contribution in anticipation of construction on the project which was halted by the preliminary injunction in 1976.

We recommend that the Secretary of the Army be directed to resume construction of the project in accordance with the construction cost sharing policy that requires local sponsors to bear 100 percent of all costs of lands and relocations for the project. All other project costs shall be at 100 percent Federal expense.

The Tombigbee River Valley Water Management District is keenly aware of the need for careful attention to the environmental concerns of the area and for the great personal property damage that has been caused by the flood action in Northeast Lowndes County and East Columbus.

Tombigbee River Valley Water Management District as local sponsor supports protecting our fish and wildlife habitat, however, the expensive mitigation proposals currently required will most likely prevent the implementation of the project. If the Federal Government supports such policies, they must not shift the financial burden upon the local sponsors. The limited tax base in some parts of our nation will not allow for such expense regardless of the need for the project.

Tennessee-Tombigbee Waterway Wildlife Mitigation, Alabama and Mississippi

Tombigbee River Valley Water Management District wishes to take the opportunity to support the funding for mitigation of lands lost due to the construction of the Tennessee-Tombigbee Waterway in accordance with the Congressional mandate set forth in Section 601 of the Water Resources Development Act of 1986.

Mr. BEVILL. All right, Mayor, we are glad to hear from you.

Mr. HAYSLETT. Mr. Chairman, members of the committee, in mid 1988, the Federal Emergency Management Agency announced that based on new Corps of Engineers data, the floodplain levels would be raised up to 6 feet above the existing levels, and the floodway would be enlarged on the Luxapalila.

These figures were several feet above that which was found in the beginning of the 1979 Easter flood. The city of Columbus contested these figures and hired consulting hydrologists to study the rainfall history with regards to the discharge frequency.

After one year of study and consulting with the Corps, this regional flood study was submitted to FEMA on January 30th of this year. With hopes that it would be submitted to FEMA's technical consultant here at Greenborne and O'Mara for evaluation. However, on March 13th of this year, FEMA notified the city that the flood insurance study would not be revised.

That leaves the new higher levels in effect and virtually stops economic growth on two major through ways in Columbus. Only a return to the original cost-sharing formula and a final completion of this 20-year-old project will help renew the economic growth in this area.

Thank you.

Mr. WEIR. I also have Harold Blalock, President of the Lowndes County Board of Supervisors.

Mr. BLALOCK. Happy birthday to you. We are happy to be here with you. You are well aware of the Luxapalila because it is right next to your district down in Lamar County and Pickens County, Alabama.

The lower 2.1 miles of the channelization work was completed in 1973. Phase 2 was awarded in '75, but because of litigation it was stopped. In 1984 that litigation was satisfied. We had the Easter flood in 1979. At that particular time there were several million dollars worth of damage done, and probably a lot of people from Lamar County, Alabama, and Pickens County, Alabama, couldn't get to Columbus where they work, but we feel like it is very important that this project be continued, and it will save a lot of timber and a lot of jobs for a lot of people.

We certainly appreciate you all listening to us. We appreciate your support.

Mr. WEIR. Mr. Chairman, I appreciate this opportunity to make our oral statements. The Corps is ready to proceed and the local sponsors are ready to proceed, but we just don't feel like we can take care of all the fish and wildlife mitigation.

Mr. WHITTEN. Mr. Chairman, Mr. Weir does a fine job. I want to thank him.

Mr. WEIR. We don't have the numbers that the previous group had, but I would like to recognize James Chatham, T. Charles Gower, Gary Katherine, and Robert Calvert here, also.

Mr. BEVILL. We are pleased to have each of you with us. I am very familiar with this project. The courts held this up a long time and as a result you continue to get flooding in your areas. There is also flooding in one of my counties, Lamar County. I am hoping that we will get some action on that and get it done now that the injunction has been lifted.

Mr. WEIR. Yes, sir.

Mr. BEVILL. So we will try to move on this. We certainly appreciate your testimony. Congressman Sonny Montgomery talked to me this morning. He told me that you were going to be here and that he would like to be here, but he is tied up in another committee. But he is very supportive of what you are trying to do.

He and I will work together on it.

Mr. BLALOCK. Thank you.

TUESDAY, MARCH 27, 1990.

MISSOURI RIVER BASIN PROJECTS

WITNESSES

HON. JAN MEYERS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF KANSAS

HON. ALAN WHEAT, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MISSOURI

REV. EMANUEL CLEAVER, MAYOR PRO-TEM, KANSAS CITY, MO

DAVID WATKINS, PAST PRESIDENT, MO-ARK, AND CITY ADMINISTRATOR, LENEXA, KS

NEALE PETERSON, MAYOR, FAIRWAY, KANSAS, CHAIR, MID-AMERICA REGIONAL COUNCIL, STORMWATER MANAGEMENT COMMITTEE

Mr. BEVILL. Next we see that our friend and colleague, Congresswoman Meyers of Kansas is here and also our good friend, Congressman Alan Wheat. So if the two of you will come forward, we know you want to get back to your committees and your own work. We will be glad to hear from each of you.

Mrs. MEYERS. Thank you very much, Mr. Chairman. I know that you and Mr. Myers and members of the committee are all familiar with MO–ARK because you have sat in these hearings for many years now. You know that it is a nonprofit group that works for all kinds of beneficial uses of land and water, and covers the Missouri, Kansas, Nebraska, Iowa areas.

As you can see, this is a bi-state, bipartisan effort that we make each year. In order to kick this off, Mr. Chairman, I would like to introduce the Kansans who are here. And then I think Mr. Wheat also would like to introduce the Missourans who are here. Then, I wish to be excused, because I do have a markup on the first floor. I would now like to introduce the following, if they are testifying and are going to come forward: David Watkins, the City Administrator of Lenexa, Kansas, a city and county of about 300,000 with urgent water needs; Art Davis, who is the Assistant to the Administrator in Lenexa; Neale Peterson, who is the Mayor of Fairway, Kansas, but also from Johnson County, Kansas, who is speaking here today for the Mid-American Regional Council, a group that covers two States, eight counties, and 106 cities in the greater Kansas City metropolitan area; and finally, Chris Beal, who grew up in Kansas, but just became employed by the Greater Kansas City Chamber of Commerce, and so I imagine we will be losing him. I am not sure.

These are the Kansans who are present. I know that the committee has given this group every courtesy in the past, and I trust that you will again this year.

Mr. Wheat?

Mr. BEVILL. The Chair recognizes Mr. Wheat.

Mr. WHEAT. Mr. Chairman, we appreciate the opportunity to appear before you today. I don't want to belabor the point, because we do have some people who are experts on the particular projects that we are supporting here to testify before you, and I know they will all be brief.

We do want to thank you for your past support of these projects. As you are aware, in particular the Brush Creek Project in the jurisdiction of Kansas City, Missouri, in my District, and several of the other projects would not have been started without your support when they were originally authorized in 1984 and 1985 and 1986.

We appreciate your support. We appreciated your support then, and we would ask for your continuing support now. The projects have started wonderfully well, but we do need continuing support to carry them through to fruition and to completion, and with that, I would like to introduce the Missouri members of the MO–ARK contingent who are here.

Starting with the Mayor Pro-Tem, the member of the City Council of Kansas City, Councilman Reverend Emanuel Cleaver, if he would come forward. We also have George Satterlee, who is the Director of Public Works of Kansas City; Gurnie Gunter, who is the City Engineer of Kansas City; Fred Gibson, who is the Legal Counsel of the Plaza Merchant Association in Kansas City, an area dramatically affected by the flood that we seek to protect against future occurrences of with this legislation, and Don Hurlbert, who is the retired engineer of Kansas City, Missouri; and Gary Montgomery, who is representing another trade association in Kansas City.

And before either of my chairmen look too alarmed, I want you to know Reverend Cleaver will be speaking for the entire Missouri contingent.

Mr. BEVILL. Thank you.

We are pleased to have each of you with us here today, and your attendance here is noted in the record and made a part of the record, and we will now hear from the Reverend.

Reverend CLEAVER. Mr. Chairman, members of the subcommittee, I am Emanuel Cleaver, member of the City Council and Mayor Pro-Tem of Kansas City, Missouri. I am here today on behalf of the City in support of four critically needed flood control projects.

As the Congressman has mentioned, you have responded favorably to our water resources needs over the years, and appropriated funds for these four flood control projects. Those are the Blue River Project, the mouth to 63rd Street; the Upper Blue River Study; the Turkey Creek Basin Study; reauthorization and inclusion of the Brush Creek project in the budget for a new start in fiscal year 1991.

My purpose here today is to request that you continue our partnership to ensure that these projects, which are key to the continued economic growth and liveability of Kansas City to receive the funding they need.

The Blue River project is in its fifth year of construction funding with approximately 10 years of funding needed to complete the

project. Kansas City has been pursuing the improvement of the Blue River channel since the major floods of 1928 and 1929. After the flood of September 13, 1961, Congress did, in fact, adopt resolutions requesting a study of the Blue River. The Blue River channel improvement project was authorized by Congress in 1970.

Construction efforts have continued in the area between the mouth of the river and 15th Street. To date, three construction projects have been completed, a fourth is under construction, and a fifth is scheduled to start next fiscal year.

Modification to eight railroad bridges in this reach has also been completed. Preliminary design of the third and last phase of the channel improvement between Truman Road and 63rd Street should be completed in May of this year. We are pleased with the construction funding, the quality of design and construction, and the Corps' scheduling of the project. We urge your continued support on this important project.

We are in the second year of the feasibility study of the Upper Blue River. We are currently working closely with the Corps of Engineers in this cost-shared study effort. Our Dodson industrial area, which will benefit from this flood control project, is forecasted to become a strong economic force in the city when this project is completed.

Turkey Creek lies in two States, three counties, and affects both commercial and residential properties. The restudy of the Turkey Creek basin is to consider interim solutions for a protection system against the frequent flooding along Southwest Boulevard in Kansas City, Missouri and Kansas City, Kansas. Both Kansas Citys agreed to jointly sponsor a corrective project which the study deems to be economically feasible.

The Corps of Engineers is now performing the jointly-funded feasibility study. With your continued support, we will work closely to develop the solutions that will solve this serious problem.

Brush Creek is our fourth and final project and one that requires your immediate attention. Brush Creek runs from the western boundary of the city east through Kansas City's largest and most famous commercial center, the County Club Plaza.

Two record storms occurred in 1977, resulting in catastrophic flooding throughout the metropolitan Kansas City area. Hardest hit was the Brush Creek basin in Kansas City, Missouri, with the loss of 12 lives and over $66 million in damages.

Since that time, several studies have been completed and considerable engineering work has been done as a joint effort between the city and the Corps of Engineers to develop a flood protection project along Brush Creek.

To date, preliminary engineering work has been completed; a physical model the Brush Creek has been constructed and testing completed by the Corps' Waterway Experiment Station in Vicksburg, Mississippi, and design has been started with the goal of a construction start this fall.

Due to the city's enormous interest in flood control, economic development, and park development in the Brush Creek project, we have expanded the project, at substantial additional city cost, I might add, to include improvements beyond the original Federally-coordinated flood control project from State Line to below Paseo.

The project will ultimately extend from State Line all the way to Blue River. In addition to the flood protection, the city will be developing a linear waterway park for the entire length. The additional funds beyond the Federal flood control money will be paid by Kansas City, Missouri.

In recent legislation that I sponsored, our City Council approved the use of in-place sales tax funds for the sale of bonds to provide $50 million for this project. The ultimate Park Plan may require an additional $25 to $30 million that will come through a combination of city and private funds during the next 5 years.

Two important issues need resolution and require your help. First, reauthorization is required due to the cost increasing more than 20 percent. This cost growth is primarily due to additional relocations that will be paid for by the city. The second issue deals with the need to include this project in the President's budget for a new start in 1991.

The city will be spending $2.5 million this summer to relocate the Rockhill Bridge in keeping with the forecast schedule developed through intense coordination efforts with the local district office of the Corps. A new start for this project only required $1.2 million in 1990.

As a result of the original project, we expect a benefit of over $70 million in savings from flood damage in the future, not to mention the loss of lives that might be saved. This project is also being viewed as a catalyst for economic development east of our largest commercial area, as I mentioned earlier, the Plaza. Without the flood control, however, the Plaza area will remain in jeopardy and growth will be severely restricted.

Mr. Chairman, it will be necessary to dedicate the major portion of our limited capital improvement budget over the next 4 years toward the Brush Creek and Blue River projects at a time when there are tremendous demands to upgrade other portions of our infrastructure.

For either you or the city to fail to follow through with financial support for these projects would create a serious setback in our efforts to abate the flooding that has plagued our citizens for too long.

In closing, Mr. Chairman, let me say that we endorse all of the projects that MO-KAN is sponsoring. We in Kansas City continue to want a city that not only the local citizens are proud of, but one that the Nation as a whole is proud of. We can only accomplish that through cooperation with you and others in the Federal Government. We both benefit from your cooperation.

We urge your continued realistic support of the Kansas City projects and thank you very much for your consideration. We appreciate Congressman Alan Wheat for his efforts in supporting this project and Congresswoman Jan Meyers.

Mr. BEVILL. Reverend, you have made a very fine presentation. Certainly this panel will be working with Mrs. Meyers and Mr. Wheat.

Reverend CLEAVER. Thank you.

Mr. BEVILL. Thank each of you very much. Your statements will be made a part of the record.

Mr. Watkins, did you also have a statement?

Mr. WATKINS. I will just be brief.

Mr. BEVILL. Go right ahead, sir.

Mr. WATKINS. I am City Administrator of Lenexa, Kansas, which is a suburb on the Kansas side. I am here on behalf of MO-ARK, also, but I am trying to stress the importance of the Brush Creek project in particular to the need to resolve a regional storm water problem.

MO-ARK supports all the projects that are reflected in the testimony, but we particularly want to note the exclusion of Brush Creek from the proposed fiscal year 1991 budget. This alarms us on the Kansas side, because we have been moving toward a regional solution.

Our County Commission in Johnson County recently enacted a one-tenth of a cent sales tax to begin collecting monies to make projects in the Brush Creek watershed upstream from the Kansas City, Missouri project. We are alarmed now that the Brush Creek project may be excluded by designating it a new start, and we would like for you to consider putting that project back in the appropriations.

We believe Kansas City has been working diligently on this project for 13 years, has spent over $1 million in engineering, has a project scheduled for bid letting this spring in anticipation of the Federal money, and we strongly encourage you to hear our plea and consider putting that in the budget.

Thank you.

Mr. BEVILL. Very good. The Chair now recognizes Mr. Peterson.

Mr. PETERSON. Mr. Chairman, members of the committee, once again, I am Neale Peterson, Mayor of Fairway, Kansas. Fairway is a small city of about 5,000 people just across the State line from Kansas City.

As Mayor of that little city for nearly 30 years, I have been personally involved in experiencing the loss of lives and the rescue of people from flood waters, all of which originate from 14 cities upstream that flow into Kansas City, Missouri through Fairway, where in Kansas City during our last big flood in the area 26 people perished.

Today, I do represent the Mid-America Regional Council as Chairman of its Stormwater Management Committee. The Mid-America Regional Council is the central planning agency for the Kansas City metropolitan area, serving about 1.5 million people residing in the States of Kansas and Missouri.

As Representative Meyers told you, we include eight counties and some 100 municipalities.

MARC has been a guiding factor in focusing on solutions to our many bi-State flooding problems, such as the Upper Blue River, Brush Creek and Turkey Creek, which you have heard about. To that end, we have encouraged the adoption of unified design criteria for the handling of storm water systems, as well as recommending a watershed approach to permitting under the proposed EPA regulations for storm water quality control.

As has just been said, under our auspices, we have been able to get authorization for a one-tenth of a cent sales tax for storm water management in both States, together with an agreement from each

jurisdiction to participate in a joint effort to resolve our mutual problems.

Copies of my remarks, now in your record, identify several specific areas of MARC's role under that proposed metropolitan storm water agreement, but in the interest of brevity, I will make reference to them and just make a note that a couple of them would be that MARC would establish a process to seek coordinated interactions by upstream or downstream neighboring jurisdictions.

We can effectuate mediation to resolve bi-State conflicts. As Chairman of MARC's Committee on Stormwater, I endorse the funding for all the projects requested today, for both their need and as an example of how the Nation and multijurisdictions can work together in a resolution of flooding problems.

This funding can be the catalyst needed to unite the metropolitan Kansas City area as a well-organized approach toward protecting against the severe floods experienced for many years.

Thank you very much.

Mr. BEVILL. Thank you, and thank each of you for your fine presentations. We will be working with you, as you know.

Mr. WHEAT. Mr. Chairman, on behalf of Congresswoman Meyers and myself, we thank you for your graciousness and, as usual, for being more than generous with your time. We appreciate it.

Mr. BEVILL. Very good. I also have the other statements of support which you provided. They will be placed in the record along with your statements..

[The statements concerning Missouri Basin Projects follow:]

MO-ARK

1990 CONGRESSIONAL TESTIMONY

LIST OF ATTENDEES

1. John Madgett, President, Midwest Terminal
   1st Vice-President, MO-ARK

2. Reverend Emanuel Cleaver, Mayor Pro-Tem, Kansas City, Missouri

3. David Watkins, City Administrator, Lenexa, Kansas
   Past MO-ARK President

4. Art Davis, Asst. to the City Administrator, Lenexa, Kansas
   MO-ARK Secretary-Treasurer

5. George Satterlee, Director of Public Works, Kansas City, Missouri

6. Gurnie Gunter, City Engineer, Kansas City, Missouri

7. Neale Peterson, Mayor, Fairway, Kansas
   Chair, Mid-America Regional Council, Stormwater Mgmt. Committee

8. Fred Gibson, Legal Counsel, J. C. Nichols Company
   Representing Plaza Merchants Association

9. Don Hurlbert, Retired City Engineer, Kansas City, Missouri

10. Gary Montgomery, Chairman & CEO, Auhar Metallizing
    Representing Blue Valley Association

11. Chris Beal, Governmental Affairs Manager, Greater Kansas City Chamber of Commerce

MO-ARK RIVER BASIN ASSOCIATION'S

FISCAL YEAR 1991 INITIATIVES

MARCH 27, 1990

1. Blue River Basin Study, Kansas City, Missouri
2. Blue River Basin Planning, Kansas City, Missouri
3. Blue River Channel Construction, Kansas City, Missouri
4. Missouri River Levee System, Iowa, Kansas, Nebraska, and Missouri
5. Harry S. Truman Dam and Reservoir, Missouri
6. Hillsdale Lake, Kansas
7. St. Joseph, Missouri and vicinity
8. Soldier Creek Diversion Unit, Topeka, Kansas
9. Turkey Creek Basin, Kansas and Missouri
10. Brush Creek Flood Control, Kansas City, Missouri

Emanuel Cleaver II

Councilman, 5th District

Mayor Pro Tem

City of Kansas City, Missouri
Heart of America

24th Floor, City Hall
Kansas City, Missouri 64106

(816) 274-1321

STATEMENT TO THE HOUSE OF REPRESENTATIVES
ENERGY AND WATER DEVELOPMENT SUBCOMMITTEE ON APPROPRIATIONS
CITY OF KANSAS CITY, MISSOURI
TUESDAY, MARCH 27, 1990

MR. CHAIRMAN AND MEMBERS OF THE SUBCOMMITTEE:

I am Emanuel Cleaver, member of the City Council and Mayor Pro Tem, of Kansas City, Missouri. I am here today on behalf of my City in support of four critically needed flood control projects.

You have responded favorably to our water resource needs over the years and appropriated funds for these four flood control projects. These projects are:

1. The Blue River project - mouth to 63rd Street;

2. The Upper Blue River Study;

3. Turkey Creek Basin Study;

4. Reauthorization and inclusion of the Brush Creek project in the President's budget for a new start in 1991.

My purpose here today is to request that you continue our partnership to insure that these projects which are key to the continued economic growth and liveability of Kansas City to receive the funding they need.

The Blue River project is in its fifth year of construction funding with approximately ten years of funding needed to complete the project. Kansas City has been pursuing the improvement of the Blue River channel since the major floods of 1928 and 1929. After the flood of September 13, 1961, Congress adopted resolutions requesting a study of the Blue River. The Blue River channel improvement project was authorized by Congress in 1970.

Construction efforts have continued in the area between the mouth of the river and 15th Street. To date, three construction

projects have been completed, a fourth is under construction, and a fifth is scheduled to start next fiscal year. Modification to eight railroad bridges in this reach has also been completed. Preliminary design of the third and last phase of the channel improvement between Truman Road and 63rd Street should be completed in May of this year. We are pleased with the construction funding, the quality of design and construction, and the Corps' scheduling of the project. We urge your continued support on this important project.

We are in the second year of the feasibility study of the Upper Blue River. We are currently working closely with the Corps of Engineers in this cost shared study effort. Our Dodson industrial area, which will benefit from this flood control project, is forecasted to become a strong economic force in the City when this project is completed.

Turkey Creek lies in two states, three counties, and affects both commercial and residential properties. The restudy of the Turkey Creek basin is to consider interim solutions for a protection system against the frequent flooding along Southwest Boulevard in Kansas City, Missouri, and Kansas City, Kansas. Both Kansas Cities agreed to jointly sponsor a corrective project which the study deems to be economically feasible. The Corps of Engineers is now performing the jointly funded feasibility study. With your continued support, we will work closely to develop the solutions that will solve this serious problem.

Brush Creek is our fourth and final project and one that requires your immediate attention. Brush Creek runs from the western boundary of the City east through Kansas City's largest and most famous commercial center and into the Blue River. Two record storms occurred in 1977, resulting in catastrophic flooding throughout the metropolitan Kansas City area. Hardest hit was the Brush Creek basin in Kansas City, Missouri, with the loss of twelve lives and over $66 million in damages.

Since that time, several studies have been completed and considerable engineering work has been done as a joint effort between the City and the Corps of Engineers to develop a flood protection project along Brush Creek. To date, preliminary engineering work has been completed; a physical model of Brush Creek has been constructed and testing completed by the Corps' Waterway Experiment Station in Vicksburg, Mississippi, and design has been started with the goal of a construction start this fall.

Due to the City's enormous interest, flood control, economic development and park development in the brush Creek project, we have expanded the project, at substantial additional City cost, to include improvements beyond the original federally coordinated flood control project from State Line to below Paseo. The project will ultimately extend from State Line all the way to Blue River. In addition to the flood protection, the City will

be developing a linear waterway park for the entire length. The additional funds beyond the federal flood control money will be paid for by the City.

In recent legislation that I sponsored, our City Council approved the use of in-place sales tax funds for the sale of bonds to provide $50 million for this project. The ultimate Park Plan may require an additional $25-$30 million that will come through a combination of City and private funds during the next five years.

Two important issues need resolution and require your help. First, reauthorization is required due to the cost increasing more than 20%. This cost growth is primarily due to additional relocations that will be paid for by the City. The second issue deals with the need to include this project in the President's budget for a new start in 1991.

The City will be spending $2.5 million this summer to relocate the Rockhill Bridge in keeping with the forecast schedule developed through intense coordination efforts with the local district office of the Corps. A new start for this project only requires $1,242,000 federal dollars in 1990.

As a result of this overall project, we expect a benefit of over $70 million in savings from flood damages in the future. This project is also being viewed as a catalyst for economic development east of our largest commercial area, the Plaza. Without the flood control, however, the Plaza area will remain in jeopardy and growth will be severely restricted.

Mr. Chairman, it will be necessary to dedicate the major portion of our limited capital improvement budget over the next four years towards the Brush Creek and Blue River projects at a time when there are tremendous demands to upgrade other portions of our infrastructure. For either you or the City to fail to follow through with financial support for these projects would create a serious setback in our efforts to abate the flooding that has plagued our citizens too long.

In closing, let me say that we endorse all of the projects that Mo-Ark is sponsoring. We in Kansas City continue to want a city that not only the local citizens are proud of, but one that the nation as a whole is proud of. We can only accomplish that through cooperation with you and others in the federal government. We both benefit from that cooperation. We urge your continued realistic support of the Kansas City projects and thank you very much for your consideration.

TESTIMONY

HOUSE ENERGY AND WATER DEVELOPMENT SUBCOMMITTEE

ON APPROPRIATIONS

My name is David Watkins, and I am City Administrator of the City of Lenexa, Kansas. Lenexa is a City of 34,000 located in the Kansas City, Missouri, metropolitan area. I have served as past president of the MO-ARK River Basin Association, and our City continues to be a member of MO-ARK.

The City of Lenexa realizes the need to promote a regional approach to flood control and water supply projects. Accordingly, the City of Lenexa is lending its support to the MO-ARK River Basin Association's support of the following projects which are currently included in the fiscal year 1991 budget as proposed by President Bush:

1. Blue River Basin Study, Kansas City, MO
2. Blue River Basin Planning, Kansas City, MO
3. Blue River Channel Construction, Kansas City, MO
4. Missouri River Levee System, Iowa, Kansas, Nebraska and Missouri
5. Harry S. Truman Dam and Reservoir, Missouri
6. Hillsdale Lake, Kansas
7. St. Joseph, Missouri, and vicinity
8. Soldier Creek Diversion Unit, Topeka, KS
9. Turkey Creek Basin, Kansas and Missouri

However, one project was not included in the President's budget for funding which causes alarm for the City of Lenexa and the MO-ARK Association. This project involves construction of flood control protection along Brush Creek in Kansas City, Missouri. In 1977, this watershed experienced a calamitous flooding which killed 12 persons and caused $66 million dollars of property damage. The City of Kansas City, Missouri, has been working diligently for

years with the U. S. Corps of Engineers by participating in reconnaissance studies, planning, and engineering for non-federal share improvements, all in anticipation of Corps funding in the fiscal year 1991 budget. The proposed budget as we understand it, includes no monies for new starts and thus the Brush Creek project is placed in a state of limbo. We strongly encourage the Senate Appropriations Committee on Energy and Water Development to include an appropriation to facilitate the construction of the Brush Creek flood control project. This project has support on both sides of the state line as evidenced by a recent 1/10th of one cent sales tax enacted by the Johnson County, Kansas, Board of County Commissioners to raise monies for storm water projects including projects in the Brush Creek watershed area. The Brush Creek flood control project is critical to providing downstream improvements to mesh with upstream improvements to be constructed on the Kansas side.

The City of Lenexa and MO-ARK realize the budget pressures facing Congress as it deliberates the fiscal year 1991 budget. However, we note that this project has been a model of local cost sharing crossing two state lines, and the City of Kansas City, Missouri, needs to be commended for the years of advance planning and engineering already completed in anticipation of this project. In fact, because of the extensive work done to date, we take issue with the "new start" designation for the Brush Creek project. In conclusion, we diligently support the inclusion of this construction project in the fiscal year 1991 budget. Thank you for the opportunity to appear before this committee.

Public Works Department

Office of the Director

City of Kansas City, Missouri
Heart of America

20th Floor, City Hall
Kansas City, Missouri 64106

816 274-2364

STATEMENT TO THE HOUSE OF REPRESENTATIVES
ENERGY AND WATER DEVELOPMENT SUBCOMMITTEE ON APPROPRIATIONS
CITY OF KANSAS CITY, MISSOURI
TUESDAY, MARCH 27, 1990

MR. CHAIRMAN AND MEMBERS OF THE SUBCOMMITTEE:

My name is George Satterlee, Director of Public Works of Kansas City, Missouri. I am here today on behalf of the City in support of its four flood control projects, and to emphasize one of those projects in particular.

Mayor Cleaver earlier testified concerning funding for the four flood control projects. I call your attention to the Brush Creek project and to request the inclusion of funding for a new start in Fiscal 1991.

Kansas City, Missouri has taken bids and is now preparing to contract for the demolition and replacement of the Rockhill Road Bridge over Brush Creek. Construction is scheduled to begin in about 45 days for this $2.5 million bridge replacement to accommodate the Brush Creek flood control project. Mayor Cleaver and the City Council have used innovative funding methods in making City monies available for this project. Our citizens will feel great disappointment should the flood control project not take place when the new Rockhill Road bridge is ready to receive a widened and deepened Brush Creek channel a year from now.

A new start for Brush Creek only requires $1,242,000 in federal funds in the FY 1991 budget. We ask your assistance in keeping our partnership alive and well by including such a commitment in your budget recommendation.

600 BROADWAY 300 RIVERGATE CENTER
KANSAS CITY, MISSOURI 64105-1554

816 / 474-4240

MARC

MID-AMERICA REGIONAL COUNCIL

STATEMENT TO THE HOUSE OF REPRESENTATIVES SUBCOMMITTEE

ON ENERGY AND WATER DEVELOPMENT

MID-AMERICA REGIONAL COUNCIL

TUESDAY, MARCH 27, 1990

(READING TIME --- 2 MINUTES)

I am Neale Peterson, mayor of Fairway, Kansas. Fairway is a small city of about 5,000 people located just across the State Line from Kansas City, Missouri. As Mayor of that little city of nearly 30 years, I have been personally involved in experiencing the loss of lives and the rescue of people from floodwaters that originate from 14 cities upstream in Kansas that flow into Kansas City, Missouri where 26 perished in the last big flood. Today I represent the Mid-America Regional Council as chairman of its Stormwater Management Committee. The Mid-America Regional Council is the central planning agency for the Kansas City Metropolitan Area serving about 1.5 million people residing in the states of Kansas and Missouri. There are eight counties and over 100 municipalities represented by the Council (MARC).

MARC has been a guiding factor in focusing on solutions to our many bi-state flooding problems such as the Upper Blue River, Brush Creek and Turkey Creek. To that end, we have encouraged the adoption of unified design criteria for the handling of stormwater systems, as well as recommending a watershed approach to

Chairman
Johnna Lingle
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Johnson County, KS

1st Vice Chairman
John O'Rourick
Mayor
Sugar Creek, MO

2nd Vice Chairman
Nicole Peterson
Mayor
Fairway, KS

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Frank Corbett
Councilman
Kansas City, KS

Treasurer
Betty Gregoire
County Assessor
Platte County, MO

Peter S. Levi
Executive Director

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permitting under the proposed EPA regulations for stormwater quality control. We presently have in place authorization for a 1/10th cent sales tax for stormwater management in both states, as well as an agreement from each jurisdiction to participate in a joint effort to resolve our mutual problems. MARC's role under the Metropolitan Stormwater Agreement would include, but not be limited to the following:

1. The establishment of a process to notify and seek coordinated interactions by neighboring jurisdictions of projects which may have an upstream or downstream impact.
2. Mediation to resolve bi-state conflicts in stormwater management.
3. Providing a mechanism to develop intergovernmental funding for stormwater improvements within watersheds which cross jurisdictional boundaries.
4. Encouragement of activities to promote better stormwater management practices, such as adoption of stormwater design criteria suggested by APWA.
5. Seeking out federal and state assistance for stormwater management programs where appropriate.
6. To date, MARC has assisted in identification of key stormwater improvements and projects within watersheds and encouraging implementation or recommended actions.
7. Serving as an advocate to promote stormwater improvement on a bi-state watershed basis.

As chairman of MARC's committee on stormwater, I endorse the funding for the

projects requested today, as an illustration of how this nation can work together in resolving our many flooding problems. This funding can be the catalyst needed to unite the metropolitan Kansas City Area in a more organized approach toward protecting against the severe floods experienced in the past. We sincerely appreciate your serious consideration of our requests.

BLUE VALLEY ASSOCIATION

P.O. Box 7926 • Kansas City, Missouri 64129

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BLUE VALLEY ASSOCIATION Kansas City Missouri

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Mary McCann
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Dennis Pierce
(1986-88)
United Consumer's Federal C.U.
483-5420

Executive Secretary
Evan M. Lloyd
942-5323

Statement to the United States House of Representatives
Subcommittee on Energy and Water Development

Blue Valley Association
Tuesday March 27, 1990.

Mr. Chairman and Members of the Subcommittee,

I am Gary Montgomery, a member of the Missouri-Arkansas River Basins Association, and the owner of an industrial firm located on the banks of the Blue River in Kansas City, Missouri. I am here today speaking to you on behalf of the Blue Valley Association board of Directors and its many member firms for whom I serve as Flood Committee Co-Chairman.

We in the Blue River Valley wish to thank this Committee for its previous support, assistance, and continuing commitment to the Blue River Channel Improvement Project started in 1983. The funds which your subcommittee approved in the previous years budgets have brought about substantial progress toward the completion of this most worthwhile project; with Stage I being completed and Stage II well underway and progressing on schedule.

At this time, I specifically want to address the Fiscal Year 1991, budget request in the amount of 10,100,000 dollars. These dollars are to be used on continuing construction of the channel modifications on Stage II, and continuing engineering, design,

STANDING COMMITTEES

FINANCE
*Mary McCann
Paul Woodard
Ray Norton
Dennis Pierce

ATTENDANCE & MEMBERSHIP
*Dale Hertzog
Robert Tull
Jim Pierson
Bob Arredondo

COMMUNITY SERVICE
*Jackie Barbe
Doug Shelton
Kevin Johnston
John Munden
**Mayor Richard Berkley

INDUSTRIAL DEV.
*Michael McCormick
James Allinder
Diane Bechmann
Ron Borst
William Brede
Ross Cascio
James Dull
B.B. Fox
Jeff Piercy
Paul Woodard
William Christie

PROGRAM & ENTERTAINMENT
*James Allinder

LEGISLATIVE
*Richard Doherty
James Dull
James Allinder
Leon Brownfield
Diane Bechmann

SCHOLARSHIP
*Dennis Pierce

*Chairpersons
**Honorary Members

supervision, and administration on Stages II & III of this three (3) stage Blue River Channel Improvement Project. With the completion of Stage II in the next couple of years, the residents and businesses of the Blue River Valley will begin to see some relief from minor floods and with the completion of Stage III in 1999, we will feel safe from the types of floods which have devastated our homes and businesses in past years. We again this year urge your continued support of this important project.

There are two additional Fiscal Year 1991, budget requests for the Blue River Basin in Kansas City, which we are requesting that you also approve. One is for 63,000 dollars for completion of an Authorized Study and the other for 10,000 dollars for Pre-construction Engineering and Design.

The Blue River flows generally South to North to the Missouri River, through the most heavily industrialized area in Kansas City. The Blue River Channel Modification Project extends from the mouth, at the Missouri River upstream approximately 12.5 miles, and is wholly within the Corporate limits of Kansas City, Missouri. However, 55% of the drainage area lies within the State of Kansas. Continuing development of areas in the Blue River Basin is increasing both flood frequency and flood heights in the entire Blue River Basin and Valley areas.

From an economic standpoint, the U.S. Army Corps of Engineers and the City Administrators of Kansas City, Missouri agree on the benefits of these projects. Benefits are calculated to be approximately twice the cost. In 1983, it was estimated that the average annual flood damages would be reduced from $24,4000,000 to $7,200,000. I'm sure these numbers could be raised easily by an inflation factor of 25% to 30%.

There are over 1,000 businesses having over 30,000 employees in the Blue River Valley that could be damaged by a major flood. The damage would be devastating to the businesses, their employees, and the Kansas City economy. The only possible way to alleviate our flooding is to finish the Blue River Channel Project.

We of the Blue Valley Association are committed to working with the U.S. Army Corps of Engineers and the Administrators of the City of Kansas City, Missouri toward the completion of this flood control project. Our association was founded in April of 1920 and has continued to strive toward

its stated objective to develop the welfare of the Blue Valley District of Kansas City, Missouri, its' industries, its' real estate, its' merchants, and its' homes, and to contribute to the protection, development and extensions of those interests in all lawful ways.

The last economic impact study done by the Blue Valley Association showed that its members had a collective payroll of over 322,000,000 dollars and paid over 3.300,000 dollars in local taxes per year.

It is for these businesses, employees, and home owners that we strongly encourage your continued support of these projects by your favorable consideration of these budget requests. We also strongly encourage your support of all the projects presented today by the Missouri-Arkansas River Basins Association representatives.

March 21, 1990

The Honorable Tom Bevill, Chairman
Subcommittee on Energy and Water Development
House of Representatives
Committee on Appropriations
Washington, D. C. 20515

Re: Appropriations for Fiscal Year 1991 Budget
Brush Creek Project, Kansas City, Missouri

Dear Congressman Bevill:

As Executive Director of the Country Club Plaza Merchant's Association, I represent a group of small to larger merchants, many of which are individually and locally owned businesses. On September 12, 1977 an unexpected and devastating flood roared through this shopping area. The physical damage and business loss experienced by the Plaza merchants exceeded 58 million dollars.

Since the flood, local interests, both public and private, in cooperation with the Corps of Engineers have sponsered and promoted the Brush Creek Flood Control Project. Design work has been completed, and we understand the final plans and specifications are almost complete.

We are disturbed to hear that some plan modifications now require the project to be reauthorized by Congress. We were further alarmed to hear that the Brush Creek Project was not included in the proposed budget as a "new start" for construction in Fiscal Year '91.

This project is most important to us because it affects our livelihood. This project affects the Country Club Plaza and because of the importance of the Plaza to the Kansas City Metropolitan area, the project is most important to the area at-large.

We continue to support the proposed Brush Creek Flood Control Project. We pray that the project can be reauthorized by Congress and that it can be added to the proposed budget for Fiscal Year '91.

Thank you for your past support of this project and urge you to favorably consider the reauthorization and the continuing funding of the Brush Creek Project.

Sincerely,

THE PLAZA MERCHANT'S ASSOCIATION

Beth Morrison
Executive Director

THE PLAZA MERCHANT'S ASSOCIATION, 4625 WORNALL RD. KANSAS CITY, MO 64112 (816) 753-0100

TUESDAY, MARCH 27, 1990.

NEW JERSEY PROJECTS

WITNESS

HON. WILLIAM J. HUGHES, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW JERSEY

Mr. BEVILL. Next we have our good friend and colleague, Congressman Bill Hughes of New Jersey. The Chair recognizes you, Mr. Hughes, and your statement will be made a part of the record. You may summarize as you wish.

Mr. HUGHES. Thank you, Mr. Chairman. I will be very brief.

Mr. BEVILL. Very good.

Mr. HUGHES. In fact, I rest my case. Thank you, Mr. Chairman, and members of the subcommittee.

As you know, I am privileged to represent an area in southern New Jersey that comprises about 150 miles of shoreline from about Brigantine to Cape May and all of Delaware Bay, so our waterways really are our lifeblood.

While I have about two dozen water projects, I attempt to prioritize and scrutinize the projects to see what can be deferred and what can't, because I am mindful of the fiscal problems that we are all operating under.

I have eight projects I want to support. Seven of them are already in the President's budget, and that includes the Coast Guard facility that we are now working on, trying to protect that facility. That is the Lower Township to Cape May Inlet project, $3.2 million, to continue construction of that beach restoration and erosion control project that will protect the Coast Guard facility; the only training center in the country is in my District, located at Cape May; and also restore the beaches of historic Cape May.

The Great Egg Harbor Inlet and Pecks Beach, $3.250 million are in there for a construction start for a comprehensive navigation and shore protection project. That is one of the top priority projects of the State.

The New Jersey Intracoastal Waterway is essential. Obviously, my district is the host district for a multibillion-dollar tourist economy. We depend upon unshoaled waterways, and the ICW also represents the waterway that is our north-south artery for inland traffic.

For the the Cold Spring Inlet, I seek $385,000 for maintenance dredging. That is the inlet that services basically the Coast Guard facility. That is the inlet they use, and basically one of the largest fishing fleets on the east coast is located in Cape May that utilizes that Cold Spring Inlet.

The Salem River, $150,000 for preconstruction engineering and design work. That is a brand new barge port that was developed a number of years ago, and we are looking at deepening the waterway so that they can take deeper draft vessels at that particular port.

The Delaware Bay Erosion Control Study is a $355,000 project, again supported by the Administration, which would enable us to

try to deal with some erosion along the Delaware Bay which we have suffered for years.

The Delaware River Comprehensive Navigation Study, $290,000. Again, supported by the Administration, this project would enable us to study the waterways all up and down the Delaware River and Delaware Bay, to do a far better job comprehensively of dealing with the erosion problems in the Delaware Bay and Delaware River.

And finally, one project that has not been—that is not in the President's budget, is $200,000 to initiate a survey in Townsends Inlet in Cape May County. It is a reconnaissance survey. This inlet is badly shoaled. It is not only an inlet for recreational boaters, but it is also a commercial inlet. It is very badly shoaled, and the Corps indicates that they would have the capability of moving ahead with a navigation study, and I seek $200,000 for that study.

That is the only item that is not in the President's budget. I would be happy to respond to any questions.

[The statement of Mr. Hughes follows:]

* *

STATEMENT OF

THE HONORABLE WILLIAM J. HUGHES, M.C.

BEFORE THE

HOUSE APPROPRIATIONS SUBCOMMITTEE ON

ENERGY AND WATER DEVELOPMENT

MARCH 27, 1990

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SUMMARY

PROJECTS SUPPORTED -- 2ND CONGRESSIONAL DISTRICT, NEW JERSEY:

1. CAPE MAY INLET TO LOWER TOWNSHIP -- $3,200,000 TO CONTINUE CONSTRUCTION OF THE BEACH RESTORATION AND EROSION CONTROL PROJECT
2. GREAT EGG HARBOR INLET AND PECKS BEACH -- $3,250,000 FOR CONSTRUCTION OF COMPREHENSIVE NAVIGATON AND SHORE PROTECTION PROJECT
3. NEW JERSEY INTRACOASTAL WATERWAY -- $2,529,000 FOR MAINTENANCE DREDGING
4. COLD SPRING INLET -- $385,000 FOR MAINTENANCE DREDGING
5. SALEM RIVER -- $150,000 FOR PRECONSTRUCTION ENGINEERING AND DESIGN
6. DELAWARE BAY EROSION CONTROL STUDY -- $355,000 TO CONTINUE THE STUDY
7. DELAWARE RIVER COMPREHENSIVE NAVIGATION STUDY -- $290,000 TO CONTINUE THE STUDY
8. TOWNSENDS INLET -- $200,000 TO INITIATE A SURVEY

THANK YOU VERY MUCH, MR. CHAIRMAN. I AM WILLIAM J. HUGHES, MEMBER OF CONGRESS, REPRESENTING NEW JERSEY'S SECOND CONGRESSIONAL DISTRICT. AS ALWAYS, I APPRECIATE THE OPPORTUNITY TO APPEAR BEFORE YOUR SUBCOMMITTEE TO SPEAK ON BEHALF OF A NUMBER OF IMPORTANT NAVIGATION AND EROSION CONTROL PROJECTS IN SOUTHERN NEW JERSEY.

AS THE SUBCOMMITTEE KNOWS, I HAVE THE PRIVILEGE OF REPRESENTING THE LARGEST COASTAL DISTRICT IN NEW JERSEY, COVERING SOME 150 MILES ALONG THE ATLANTIC OCEAN AND DELAWARE BAY. SOME OF THE FINEST BEACHES IN THE COUNTRY ARE LOCATED IN MY DISTRICT, AND WE HAVE A MULTI-BILLION DOLLAR TOURISM, BOATING AND COMMERCIAL FISHING INDUSTRY WHICH GENERATES TENS OF THOUSANDS OF JOBS AND IS A CRITICAL PART OF OUR LOCAL ECONOMY. IT IS ESSENTIAL THAT THE FEDERAL GOVERNMENT CONTINUE TO WORK WITH THE STATE AND LOCAL GOVERNMENTS IN MAINTAINING AND PROTECTING OUR INLETS, BEACHES AND PRECIOUS COASTAL RESOURCES.

I KNOW THIS SUBCOMMITTEE HAS ITS HANDS FULL THIS YEAR, AS ALWAYS, TRYING TO ALLOCATE RESOURCES TO THE MANY ENERGY AND WATER DEVELOPMENT PROJECTS AROUND THE COUNTRY WHICH MERIT FUNDING, WHILE STAYING WITHIN THE BUDGET AND SPENDING CEILINGS IMPOSED BY CONGRESS. IN THE PAST, I HAVE ALWAYS DONE MY OWN PRIORITIZING, AND I HAVE ONLY SOUGHT FUNDING FOR THOSE PROJECTS IN MY DISTRICT WHICH ARE CRITICAL AND CANNOT BE DEFERRED UNTIL WE GET OUR FISCAL HOUSE IN ORDER IN WASHINGTON.

THIS YEAR IS NO EXCEPTION. IN RECENT WEEKS, I HAVE HAD A NUMBER OF MEETINGS WITH THE ARMY CORPS OF ENGINEERS, THE NEW JERSEY DEPARTMENT OF

ENVIRONMENTAL PROTECTION, AND COUNTY AND LOCAL OFFICIALS TO REVIEW THE MORE THAN TWO DOZEN ACTIVE PROJECTS IN MY DISTRICT WHICH ARE UNDER FEDERAL JURISDICTION.

AS A RESULT OF THESE MEETINGS, I HAVE DECIDED TO SEEK FUNDING FOR A TOTAL OF EIGHT PROJECTS IN MY DISTRICT, SEVEN OF WHICH ARE INCLUDED IN THE ADMINISTRATION'S PROPOSED FISCAL 1991 BUDGET AT ACCEPTABLE FUNDING LEVELS. WHILE I WOULD LIKE TO SUPPORT SEVERAL OTHER PROJECTS IN MY DISTRICT, I RECOGNIZE THE FISCAL CONSTRAINTS UNDER WHICH WE ARE OPERATING AND I WILL NOT SEEK FUNDING FOR THEM AT THIS TIME.

THE FIRST PROJECT I WOULD LIKE TO SUPPORT IS THE CONTINUED CONSTRUCTION OF THE BEACH RESTORATION AND EROSION CONTROL PROJECT FROM CAPE MAY INLET TO LOWER TOWNSHIP. THE ADMINISTRATION HAS RECOMMENDED $3.2 MILLION FOR THIS PROJECT IN FISCAL 1991, WHICH THE ARMY CORPS ASSURES ME IS A SUFFICIENT FUNDING LEVEL.

I KNOW THE SUBCOMMITTEE IS VERY FAMILIAR WITH THIS PROJECT. IT IS DESIGNED TO HALT THE EROSION OF PROPERTY ALONG THE U.S. COAST GUARD TRAINING CENTER AND THE CITY OF CAPE MAY. THE FIRST PHASE OF THIS PROJECT--EXTENSION OF THE SEWER OUTFALLS--IS ALREADY UNDERWAY, AND THE ARMY CORPS AWARDED THE CONTRACT FOR GROIN CONSTRUCTION LAST SEPTEMBER. THE BEACHFILL CONSTRUCTION CONTRACT WILL BE AWARDED SHORTLY AND IS DUE FOR COMPLETION IN 1991. THIS PROJECT IS CRUCIAL TO BOTH THE COAST GUARD AND THE CITY OF CAPE MAY, AND IT IS IMPORTANT TO KEEP IT ON SCHEDULE.

THE SECOND PROJECT I AM SUPPORTING IS ALSO IN THE PRESIDENT'S BUDGET FOR CONSTRUCTION. IT IS A NAVIGATION AND SHORE PROTECTION PROJECT ALONG GREAT

EGG HARBOR INLET AND PECKS BEACH IN OCEAN CITY. THIS PROJECT WAS FUNDED FOR AN INITIAL CONSTRUCTION START BY CONGRESS LAST YEAR, AND THE ADMINISTRATION HAS REQUESTED $3.25 MILLION TO CONTINUE THE CONSTRUCTION IN FISCAL 1991. I AM PLEASED TO SUPPORT THAT REQUEST.

GREAT EGG HARBOR INLET IS ONE OF THE MOST IMPORTANT NAVIGATION CHANNELS IN OUR STATE. UNFORTUNATELY, IT IS ALSO ONE OF THE MOST DANGEROUS. THE STATE OF NEW JERSEY RECENTLY UNDERTOOK AN EMERGENCY PROJECT TO IMPROVE THE INLET BECAUSE WE'RE SUFFERING ACCIDENTS AND LOSSES OUT THERE EVERY WEEK. EVEN THE MOST EXPERIENCED BOATERS TELL ME THEY HAVE A DIFFICULT TIME FINDING THE CHANNEL AND MANEUVERING THROUGH IT.

THE STATE SPENT SOME $1.3 MILLION OF ITS OWN MONEY TO MAKE THESE INTERIM IMPROVEMENTS, AND WILL BE SPENDING PERHAPS ANOTHER MILLION MORE IN THE NEXT FEW WEEKS TO COMPLETE THE WORK. WHILE THAT IS HELPFUL AND VERY MUCH APPRECIATED BY OUR BOATING COMMUNITY, IT IS STILL NO SUBSTITUTE FOR THE COMPREHENSIVE DREDGING AND BEACHFILL PROJECT WHICH CONGRESS HAS AUTHORIZED FOR OCEAN CITY. THE GREAT EGG HARBOR INLET PROJECT IS THE STATE'S NUMBER ONE PRIORITY, AND WE NEED TO MOVE AHEAD WITH THE FEDERAL WORK AS SOON AS POSSIBLE.

THE NEXT TWO PROJECTS I AM SUPPORTING BOTH INVOLVE MAINTENANCE DREDGING. THEY ARE THE NEW JERSEY INTRACOASTAL WATERWAY, FOR WHICH I AM SEEKING $2,529,000, AND THE COLD SPRING INLET, WHICH NEEDS $385,000. BOTH OF THESE PROJECTS ARE INCLUDED IN THE ADMINISTRATION'S BUDGET IN THOSE AMOUNTS.

THE ICW, OF COURSE, IS THE MAJOR INLAND SHIPPING ROUTE THROUGH OUR STATE, AND IT HAS TO BE MAINTAINED BY THE ARMY CORPS. SIMILARLY, COLD SPRING

INLET IS THE MAJOR WATERWAY SERVING THE COAST GUARD BASE IN CAPE MAY. THE COAST GUARD PERFORMS MANY VITAL MISSIONS IN OUR REGION, INCLUDING SEARCH AND RESCUE ACTIVITIES, ENFORCEMENT OF BOATING AND FISHING LAWS, DRUG INTERDICTION AND THE MONITORING OF THE OCEAN DUMPING AND OTHER COASTAL POLLUTION LAWS. IT IS ESSENTIAL TO HAVE ENOUGH WATER IN THE INLET TO ACCOMMODATE THE NEEDS OF THE COAST GUARD.

MY FIFTH PROJECT IS $150,000 IN PRECONSTRUCTION ENGINEERING AND DESIGN FUNDS FOR THE SALEM RIVER DREDGING PROJECT. THIS PROJECT IS ALSO IN THE PRESIDENT'S BUDGET. IT IS DESIGNED TO DEEPEN THE SALEM RIVER TO 18 FEET TO BETTER SERVE THE SALEM PORT. THE ARMY CORPS, LOCAL OFFICIALS AND I HAVE BEEN WORKING FOR SEVERAL YEARS NOW TO EVALUATE THE NEED FOR THE DREDGING, THE AVAILABILITY OF STATE AND LOCAL MATCHING FUNDS, COMMUNITY SUPPORT, POTENTIAL ENVIRONMENTAL IMPACTS, AND THE PARTICULAR NEEDS OF THE NEARBY COMMUNITY OF ELSINBORO. THE PRECONSTRUCTION ENGINEERING AND DESIGN FUNDS WILL ENABLE US TO COMPLETE THIS WORK AND READY THE PROJECT FOR CONSTRUCTION IF AND WHEN THESE VARIOUS CONCERNS ARE FULLY ADDRESSED.

THE SIXTH PROJECT I AM SUPPORTING IS THE DELAWARE BAY COASTLINE STUDY. CONGRESSMAN TOM CARPER OF DELAWARE AND I HAVE BEEN WORKING ON THIS PROJECT FOR A NUMBER OF YEARS NOW, AND WE WERE VERY GRATEFUL FOR THE FUNDING WHICH THIS SUBCOMMITTEE PROVIDED LAST YEAR TO GET IT UNDERWAY. THIS PROJECT IS IN THE ADMINISTRATION'S BUDGET FOR $355,000 WHICH IS SUFFICIENT.

THIS PROJECT IS DESIGNED TO ADDRESS THE VERY SEVERE AND UNUSUAL EROSION PROBLEM WHICH PERSISTS ALONG THE DELAWARE BAY. MANY SMALL COMMUNITIES ARE BEING BATTERED BY STORMS EACH YEAR, SUFFERING MAJOR FLOODING DAMAGE AND LOSS

OF PROPERTY. BECAUSE THESE COMMUNITIES ARE SMALL, THEY DO NOT HAVE THE FINANCIAL MEANS TO PROTECT THEMSELVES. THE ARMY CORPS INITIATED THIS SURVEY IN THE HOPE OF DEVELOPING SPECIAL, LOW-COST FLOOD CONTROL PROJECTS TO ASSIST THESE COMMUNITIES. I AM OPTIMISTIC THAT THESE PROJECTS WILL NOT ONLY ADDRESS THE PROBLEMS IN NEW JERSEY AND DELAWARE, BUT THEY CAN ALSO SERVE AS A MODEL FOR OTHER SMALL COMMUNITIES AROUND THE COUNTRY WHICH EXPERIENCE SIMILAR FLOODING PROBLEMS. WE NEED TO SEE THIS SURVEY THROUGH TO COMPLETION.

MY SEVENTH PROJECT IS ALSO A SURVEY. IT IS THE DELAWARE RIVER COMPREHENSIVE NAVIGATION STUDY, WHICH IS INCLUDED IN THE PRESIDENT'S BUDGET AT A FUNDING LEVEL OF $290,000. THIS SURVEY IS BEING CONDUCTED TO ASSESS THE LONG-TERM DREDGING NEEDS ALONG SEVERAL PORTS AND TRIBUTARIES OF THE DELAWARE RIVER IN NEW JERSEY, DELAWARE AND PENNSYLVANIA, INCLUDING BOTH THE SALEM AND MAURICE RIVERS IN MY DISTRICT. THIS STUDY WILL GIVE US THE DATA WE NEED TO MAKE FUTURE DECISIONS ON DREDGING PROJECTS IN THE TRI-STATE REGION, AND IT IS IMPORTANT TO SUPPORT THE ARMY CORPS'S EFFORTS TO PUT THIS INFORMATION TOGETHER.

FINALLY, MR. CHAIRMAN, I WOULD URGE THE SUBCOMMITTEE TO APPROVE $200,000 FOR THE ARMY CORPS TO BEGIN A RECONNAISSANCE SURVEY ALONG TOWNSENDS INLET IN CAPE MAY COUNTY. TOWNSENDS INLET IS ALSO A MAJOR WATERWAY FOR OUR BOATERS AND FISHERMEN. THIS PROJECT IS SECOND ON THE STATE'S PRIORITY LIST, BEHIND THE GREAT EGG HARBOR INLET PROJECT.

THIS IS ALSO A COMBINATION NAVIGATION AND SHORE PROTECTION PROJECT. IT IS INTENDED TO MAINTAIN THE INLET ON A REGULAR BASIS AND USE THE SAND FOR BEACHFILL WHERE NEEDED. I HAVE TALKED TO THE ARMY CORPS, THE STATE AND LOCAL

OFFICIALS, AS WELL AS THE BOATERS AND FISHERMEN, AND THEY ARE VERY ANXIOUS TO GET THIS PROJECT UNDERWAY. I AM ONLY SEEKING A VERY MODEST AMOUNT OF MONEY TO BEGIN THE SURVEY AND GET THIS PROJECT IN THE PIPELINE. I HOPE THE SUBCOMMITTEE WILL BE ABLE TO ACCOMMODATE THIS REQUEST, EVEN THOUGH THIS SURVEY IS NOT IN THE ADMINISTRATION'S BUDGET.

THAT CONCLUDES MY PREPARED TESTIMONY. I WOULD BE PLEASED TO ANSWER ANY QUESTIONS THE SUBCOMMITTEE MAY HAVE AT THIS TIME. THANK YOU.

# # #

Mr. BEVILL. We will certainly work with you, you know, and do everything possible to accommodate you.

Mr. HUGHES. The committee always has, and I appreciate that, Mr. Chairman.

Mr. BEVILL. Thank you.

TUESDAY, MARCH 27, 1990.

YAZOO BASIN PROJECTS

WITNESS

PEYTON SELF, VICE PRESIDENT, DELTA COUNCIL

Mr. BEVILL. Mr. Peyton Self, we are ready for you.

The Chair now recognizes Mr. Peyton Self, Vice President of the Delta Council. You may just summarize your statement. Your entire statement as prepared will be made a part of the record.

Mr. SELF. Yes, sir.

Mr. Chairman, members of the committee, my name is Peyton Self, and I am a farmer and businessman from Marks, Mississippi, located in the Mississippi Delta. I am appearing before you today representing Delta Council, an organization of agricultural and business leaders from northwest Mississippi who have served as local advocates for flood protection for the communities, businesses and farmers in northwest Mississippi for more than 55 years.

In addition to the testimony of Delta Council which endorses the specific features for flood protection outlined in the previous testimonies of our two levee boards that represent the Yazoo Basin area, we would like to remind the committee that we have submitted resolutions in support of the continuation of the Yazoo Basin Project from a vast number of the county and city governments, in testimony last year.

We will submit written testimony with the details of our comments before the committee, and I would like to briefly highlight points of major significance to Delta Council.

We would ask that the committee direct the Vicksburg District, Corps of Engineers, to take steps to initiate the previously planned maintenance work on the Tallahatchie River this year. This maintenance work to restore channel capacity in the Tallahatchie River north of Greenwood could provide some degree of flood relief to the citizens on the upper reaches of the Tallahatchie-Coldwater River System, including the communities of Lambert, Marks, and Tutwiler in the North Delta.

The Corps of Engineers has delayed their scheduled maintenance of this critical section of channel north of Greenwood, due to actions taken by the Mississippi Attorney General to require additional environmental reporting on future maintenance projects.

However, due to the fact that citizens in Tutwiler, Marks, Lambert and other North Delta towns have suffered extensive flooding on four occasions during the last 15 months, we would ask the committee to request that the Corps of Engineers develop a plan with the Mississippi Attorney General which would allow them to implement this Tallahatchie River maintenance work during fiscal year

1991, to give short-term relief to the citizens in this region while proper environmental reporting is being completed.

We specifically ask that the Congress request that the Vicksburg District take the necessary steps to complete planning and design work during this fiscal year, in order to award contracts on the construction of Item 1-A of Black Bayou during fiscal year 1992.

The Black Bayou project directly impacts the ability to reduce the crest of flooding for the city of Greenville, our area's largest urban area. Mayor Bill Burnley of the City of Greenville appeared before this committee last year to report that further delays in awarding contracts on channel enlargement work on Black Bayou would continue to cause costly damages to city's sanitary sewer system and all related public services.

Since that testimony, the city of Greenville, including several residential and outlying areas, have experienced two extensive floods. We urgently request that the committee ask the Corps of Engineers to expedite the planning and design phases for Item 1-A of Black Bayou through Leroy Percy State Park, so that the construction of these flood protection items can be initiated during the next fiscal year.

And, finally, we would ask the committee to place sharp focus on the inconsistencies and disparities which exist in the Administration of permitting activities relating to section 404 of the Clean Water Act. In addition to significant differences in the treatment of "prior converted" wetlands, as it relates to the responsibilities for the Corps of Engineers in 404 permitting and the Soil Conservation Service for purposes of implementing the Food Security Act of 1985, we have also found that the regional offices of EPA are not giving the Vicksburg District guidance.

We would like to report to the Congress that our region of the Nation has experienced a tremendous increase in the number of activities which are regulated since March of 1989. These increased regulatory activities have resulted from administrated changes promulgated by EPA, and our Federal agencies, without any Congressional action which supports these changes. We would ask for your careful review of these matters.

Thank you for allowing Delta Council to appear before you today, and we always wish to express our appreciation to this committee for its support of water resource development in our Nation.

[The statement of Mr. Self follows:]

HOUSE ENERGY AND WATER DEVELOPMENT SUBCOMMITTEE ON
APPROPRIATIONS
MARCH 27, 1990
3:25 P.M.
2362 RAYBURN OFFICE BUILDING
SUBMITTED BY PEYTON SELF
VICE PRESIDENT, DELTA COUNCIL

Mr. Chairman and members of the Committee:

My name is Peyton Self and I am a farmer and businessman from Marks, Mississippi, located in the Mississippi Delta. I am appearing before you today representing Delta Council, an organization of agricultural and business leaders from Northwest Mississippi who have served as local advocates for flood protection for the communities, businesses, and farmers in Northwest Mississippi for more than 55-years.

In addition to the testimony of Delta Council which endorses the specific features for flood protection outlined in the previous testimonies of our two levee boards that represent the Yazoo Basin area, we would like to remind the Committee that we have submitted resolutions in support of the continuation of the Yazoo Basin Projects from a vast number of the county and city governments, in testimony last year.

We will submit written testimony with the details of our comments before the Committee and I would like to briefly highlight points of major significance to Delta Council.

We would ask that the Committee direct the Vicksburg District, Corps of Engineers to take steps to initiate the previously-planned maintenance work on the Tallahatchie River this year. This maintenance work to restore channel capacity in the Tallahatchie River north of Greenwood could provide some degree of flood relief to the citizens on the upper reaches of the Tallahatchie-Coldwater River System, including the communities of Lambert, Marks, and Tutwiler in the North Delta. The Corps of Engineers has delayed their scheduled maintenance of this critical section of channel north of Greenwood, due to actions taken by the Mississippi Attorney General to require additional environmental reporting on future maintenance projects. However, due to the fact that citizens in Tutwiler, Marks, Lambert, and other North Delta towns have suffered extensive flooding on four occasions during the last 15-months, we would ask the Committee to request that the Corps of Engineers develop a plan with the Mississippi Attorney General which would allow them to implement this Tallahatchie River maintenance work during fiscal year 1991, to give short-term relief to the citizens in this region while proper environmental reporting is being completed.

We specifically ask that the Congress request that the Vicksburg District take the necessary steps to complete planning and design work during this fiscal year, in order to award contracts on the construction of Item 1-A of Black Bayou during fiscal year 1992. The Black Bayou project directly impacts the ability to reduce the crest of flooding for the City of Greenville, our area's largest urban center. Mayor Bill Burnley of the City of Greenville appeared before this Committee last year to report that further delays in awarding contracts on channel enlargement work on Black Bayou would continue to cause costly damages to the city's sanitary sewer system and all related public services. Since that testimony, the City of Greenville, including several residential and outlying areas have experienced two extensive floods. We urgently request that the Committee ask the Corps of Engineers to expedite the planning and design phases for Item 1-A of Black Bayou through Leroy Percy State Park, so that construction of these flood protection items can be initiated during the next fiscal year.

And finally, we would ask the Committee to place sharp focus on the inconsistencies and disparities which exist in the administration of permitting activities relating to Section 404 of the Clean Water Act. In addition to significant differences in the treatment of "prior converted" wetlands, as it relates to the responsibilities of the Corps of Engineers in 404 permitting and the Soil Conservation Service for purposes of implementing the Food Security Act of 1985, we have also found that the regional offices of EPA are not giving the Vicksburg District consistent guidance. We would like to report to the Congress that our region of the Nation has experienced a tremendous increase in the number of activities which are regulated since March of 1989. These increased regulatory activities have resulted from administrated changes promulgated by EPA, and our federal agencies, without any Congressional action which supports these changes. We would ask for your careful review of these matters.

Thank you for allowing Delta Council to appear before you today and we always wish to express our appreciation to this Committee for its support of water resource development in our Nation.

Respectfully Submitted,

Peyton Self, Vice President
Delta Council

ADDENDUM

In addition to those major points outlined in the Congressional testimony provided by the Delta Council Vice President Peyton Self, we would also like to submit the following key points which are of critical concern to Delta Council's interest in water resource activities for the Northwest Mississippi region (Yazoo Basin):

1. We are deeply concerned about the official response which the Department of Army provided to the Congress regarding the completion of the "remaining phases" of the feasibility study which was implemented in 1984 to determine the economic, environmental, and engineering aspects of a surface water distribution and delivery system which might be considered in the future for the more efficient conservation and management of our region's abundant water resources. The Department of Army has advised that language included in the Appropriations Conference Report from last year needed to be further clarified, in order for them to direct the Vicksburg District, Corps of Engineers to complete the remaining phases of this feasibility study (FY 1990 Conference Report language and Congressional authorization reference attached.)

2. We would like to respectfully request that the Congress direct the Vicksburg District, Corps of Engineers to exhaust every possible resource to expedite maintenance evaluations which are currently underway to assess the need for removing restrictions that cause flooding on the lower reaches of the Bogue Phalia, in Washington County, Mississippi.

3. Delta Council would like to re-emphasize the need for completion of the Yazoo Backwater Project, including pumps. The backwater area has suffered extensive flooding on two occasions during the past 14 months, which could have been avoided if the pumps had been in place. During high water periods on the Mississippi River, the Yazoo Backwater Project is designed so that the lower Mississippi Delta is protected from the main stem river, but becomes a storage area for the majority of interior drainage in our region when the backwater gates are closed. Property and home owners in the lower Delta area (backwater area) fully recognized this fact during the design of previous project phases but were given repeated assurances that pumps would be constructed in the backwater area to evacuate interior drainage when the main stem Mississippi River persists at high water stages.

We specifically ask Congress to take action during fiscal year 1991 to fulfill the public trust which the people of the South Delta have placed in the Department of Army after being told that the Yazoo Backwater pumps would be constructed.

4. Delta Council continues to urge that appropriate measures be initiated by the Vicksburg District, Corps of Engineers to avoid losses regarding habitat for terrestrial wildlife and waterfowl when constructing the Yazoo Basin projects. When these losses are unavoidable, we encourage that proper mitigation steps be taken in a timely manner. We applaud efforts by the Vicksburg District to mitigate in the Yazoo Backwater area this past year.

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement: restores House language stricken by the Senate directing the Corps of Engineers to repair the Maeystown Creek drainage structure through the levee of the Harrisonville and Ivy Landing Drainage and Levee District, Illinois, amended to clarify that the work to be performed is a one-time repair; restores House language stricken by the Senate directing the Corps of Engineers to resume construction of the Wallisville Lake, Texas, project amended to provide that the project is to be constructed in accordance with all the terms and conditions of a 1967 agreement between the local sponsors and the Corps of Engineers; restores House language stricken by the Senate relating to construction of recreation facilities at the Cooper Lake, Texas, project amended to provide for $5,000,000 of additional facilities instead of $10,000,000 as proposed by the House; restores House language stricken by the Senate relating to a reconnaissance study of the Cuyahoga River amended to provide that the study be performed in accordance with the provisions of Public Law 99-662; restores House language stricken by the Senate relating to the Loves Park Creek, Illinois, project amended to provide $300,000 for the project instead of $600,000 as proposed by the House; and includes bill language proposed by the Senate for the Red River Waterway project instead of the language proposed by the House.

The conferees direct that $1,500,000 of available funds be used by the Corps of Engineers for construction of the Dutch John Bottom revetment feature of the Red River Levees and Bank Stabilization below Denison Dam project in Louisiana.

FLOOD CONTROL, MISSISSIPPI RIVER AND TRIBUTARIES, ARKANSAS, ILLINOIS, KENTUCKY, LOUISIANA, MISSISSIPPI, MISSOURI, AND TENNESSEE

Amendment No. 23: Appropriates $336,000,000 for Flood Control, Mississippi River and Tributaries instead of $342,186,000 as proposed by the House and $335,970,000 as proposed by the Senate.

The conferees are in agreement with the language contained in the House report regarding the Yazoo Basin, Mississippi, Demonstration Erosion Control Program.

It is the intention of the conferees that during the conduct of the St. Francis River, Arkansas and Missouri, (Fish and Wildlife) study consideration will be given to determining the need for additional fish and wildlife conservation measures that will not damage existing stands of bottomland timber, cultivated farmlands, or wetlands, nor increase the possibility of additional seepage problems.

The conferees agree with the Senate report language regarding the water balance study for the Northwest Mississippi area.

Amendment No. 24: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter stricken and inserted by said amendment, insert the following:

: Provided further, That the Secretary of the Army, acting through the Chief of Engineers, is directed to proceed with design and construction of a replacement for the Motor Vessel MISSISSIPPI using funds available under this appropriation in order to complete construction of the replacement vessel by the end of calendar year 1991: Provided further, That using previously appropriated funds, the Sec-

Bird's Point-New Madrid Floodway, MO.—The Committee is aware of the concern of the State of Missouri regarding the operation of the New Madrid Floodway and the impact that operation could have on the local environment. Because of these concerns, the Committee has included $500,000 for the Corps of Engineers to initiate and complete the Bird's Point-New Madrid Floodway reconnaissance level study, to conduct public hearings, and to coordinate with other agencies regarding alternatives to the operation of the floodway.

West Memphis, AR. and vicinity, AR.—The Committee has included $500,000 for the West Memphis, AR, flood control study. Given the importance of this work and the need for flood protection in the area, the Committee would have no objection to the Corps of Engineers reprogramming available funds to begin an interim flood protection study for West Memphis in the current fiscal year.

Yazoo Backwater pumping plant.—An amount of $4,000,000 has been included in the bill for the continued construction of the Yazoo backwater pumping plant project in Mississippi. The Committee wishes to point out that initial construction funding was appropriated in fiscal year 1984 prior to the enactment of Public Law 99–662, and that the initial construction contract was awarded on March 25, 1986. Further, work was performed and costs reimbursed by the Corps of Engineers on April 29, 1986. Since funds were appropriated and work was actually begun prior to April 30, 1986, the Committee believes that the requirements of Public Law 99–662 do not apply. Therefore, the Committee directs the Secretary of the Army and the Chief of Engineers to obligate the funds appropriated for this critical element of the Mississippi River and tributaries project.

Eight Mile Creek, AR.—The Committee has been informed that debris and other material have been allowed to collect just south of the juncture of Eight Mile Creek where it merges with Locust Creek and that this obstruction greatly impairs the drainage of the creek. The Corps of Engineers is urged to conduct necessary hydraulic analysis and to remove the blockage using available O&M funds.

OPERATION AND MAINTENANCE, GENERAL

Appropriations, 1988	$1,400,000,000
Budget estimate, 1989	1,377,594,000
House allowance	1,378,633,000
Committee recommendation	1,362,894,000
Comparison:	
Budget estimate	−10,000,000
House allowance	−15,939,000

An appropriation of $1,362,894,000 is recommended, which is $10,000,000 under the budget request and $15,939,000 below the House allowance.

The Committee is aware of growing operation and maintenance requirements nationwide, and the continuously changing needs and priorities. It is often necessary to accomplish work scheduled for the budget year in the current year, and it is not uncommon for the Corps

TYPE OF PROJECT	PROJECT TITLE	TOTAL PROJECT COST	BUDGET ESTIMATE	HOUSE ALLOWANCE	SENATE ALLOWANCE
(PD)	YAZOO BASIN, MS:				
(PD)	ARKABUTLA LAKE		2,193,000	2,193,000	2,193,000
(PD)	BIG SUNFLOWER		191,000	191,000	191,000
	BIG SUNFLOWER		281,000	281,000	281,000
(PD)	ENID LAKE		2,684,000	2,684,000	2,684,000
(PD)	GREENWOOD		4,870,000	4,870,000	4,870,000
(PD)	MAIN STEM		4,704,000	4,704,000	4,704,000
(PD)	SARDIS LAKE		3,135,000	4,935,000	3,135,000
(PD)	TRIBUTARIES		1,934,000	1,934,000	1,934,000
(PD)	WOLF R WHITTINGTON AUX CHAN		559,000	559,000	559,000
(PD)	MEMPHIS HARBOR (MCKELLAR LAKE), TN		132,000	132,000	132,000
(PD)	YAZOO CITY		1,200,000	1,200,000	1,200,000
(PD)	INSPECTION OF COMPLETED WORKS		1,088,000	1,088,000	1,088,000
	SNAGGING		719,000	719,000	719,000
	SUBTOTAL, MAINTENANCE		121,870,000	121,870,000	117,970,000
	REMOVAL OF SUNKEN DREDGE MISSISSIPPI RIVER & TRIBUTARIES	334,297,000	337,980,000	337,980,000	337,980,000
	REMOVAL FOR ANTICIPATED SAVINGS, ELSEWHERE, AND PRIOR YEAR UNOBLIGATED BALANCES		-20,508,000	-20,508,000	-20,508,000
	TOTAL, FLOOD CONTROL, MISSISSIPPI RIVER & TRIBUTARIES				

TYPE OF STUDY OR PROJECT:
(PD) FLOOD CONTROL
(PP) FLOOD DAMAGE PREVENTION
(N) NAVIGATION

Mr. BEVILL. Yes, the Chair recognizes Mr. Whitten.

Mr. WHITTEN. May I say Mr. Self and Mr. Morgan contribute greatly. Mr. Self's parents and grandparents have been prominent in the Delta section of the State and in the State as a whole. They come from an area that 10 years ago was one of the richest in the United States.

In 10 years, it has gone to the other extreme, primarily because of a faulty farm program, in my opinion, and because of flood problems. This subcommittee has always helped us with the flood problems and other problems in our area. We now have this wetlands problem. The Congress can pass laws and appropriate money, but the regulations and the administration are done by the executive branch.

I mentioned this wetland problem to you all earlier. What happened was that we had an agreement with Secretary Page, with the Secretary of Interior and the Secretary of Agriculture that determining wetlands would be a matter of proof and not just lifted out of the thin air. I don't believe that agreement has been sent to the local level.

But I say again, this is one of the finest organizations in the history of this country. I have a list here of the things that have happened to the Delta. Policies being followed have just dried up the smaller towns.

In one small town in Mississippi the following changes have occurred since 1978:

There were two automobile dealerships; now there is one.

There were two full-service lumber yards; today there is none.

There were three furniture-appliance stores; one remains.

There were three locally owned banks usually willing to do all they could to help local businesses; tighter-fisted chains now operate each one of them.

There were one "finance office" where people who couln't get regular bank loans went when they needed to borrow money; it closed long ago.

There were four home-auto-fire insurance offices; they've been merged or closed to two.

There were one full-scale, top of the line "family" department store; now, a Leland man has to go to Greenville to choose from a good selection of underwear.

There were two dry cleaners; one is left.

There are now no movie theaters. It is unbelievable what we have done to ourselves. I mean to fight for our country.

We have a full committee meeting at 4:00 to help foreign countries. It is time that we looked after our own.

Mr. SELF. Thank you, Mr. Chairman.

Mr. BEVILL. Thank you.

The committee will stand adjourned until 10 a.m. tomorrow morning.

WEDNESDAY, MARCH 28, 1990.

KENTUCKY PROJECTS

WITNESSES

HON. WILLIAM NATCHER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF KENTUCKY
HON. JIM BUNNING, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF KENTUCKY
HON. HAROLD ROGERS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF KENTUCKY
HON. ROMANO L. MAZZOLI, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF KENTUCKY
HON. CARL C. PERKINS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF KENTUCKY
HON. CARROLL HUBBARD, JR., A REPRESENTATIVE IN CONGRESS FROM THE STATE OF KENTUCKY

Mr. BEVILL. The Committee will come to order.

The Chair recognizes the most distinguished Member of Congress, Congressman Bill Natcher, and one who ranks up there very high, Congressman Ron Mazzoli. Mr. Natcher is the only man in history who has a perfect attendance record for voting.

How many votes is it now?

Mr. NATCHER. It is 16,386 as of this minute.

Mr. MYERS. How many volumes of memoirs do you have?

Mr. NATCHER. I have 50 bound volumes. I have written my grandchildren 1473 letters, a letter every week since they were born.

My Chairman of the full committee, as you know, is Jamie L. Whitten of Mississippi. He got here right after World War I. He asks me, Mr. Chairman, from time to time how many votes I have cast, and I tell him, and he says out of that number did you vote right 200 times.

Mr. Chairman, if you could help me with him, I would appreciate it.

Mrs. BOGGS. Mr. Chairman, I have to tell you I came to Washington five months before Jamie Whitten.

Mr. NATCHER. Mr. Chairman, thank you, and the Members of your subcommittee for permitting us to appear at this time in behalf of the Kentucky projects.

First, I want to say on behalf of our delegation, we appreciate everything that you have done for us. All down through the years you have helped us, and Mr. Chairman, we appreciate it. When we could justify our projects, when the benefit cost was right, and we would come in here with the justification, you have helped us.

28-810 O - 90 - 17

Mr. Chairman, I ask unanimous consent to place my statement in the record at this point in its entirety.

Mr. BEVILL. Without objection, it will be made a part of the record.

[The statement of Hon. William Natcher follows:]

STATEMENT

OF

REPRESENTATIVE WILLIAM H. NATCHER

BEFORE THE

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

OF THE

COMMITTEE ON APPROPRIATIONS

OF THE

HOUSE OF REPRESENTATIVES

MR. CHAIRMAN, we appreciate the opportunity to appear at this time in behalf of projects in Kentucky. You and our other friends on this Subcommittee, along with your staff, have heard us say on many occasions that Kentucky has more miles of navigable streams than any other state in our country with the exception of one, and all down through the years we have suffered damages from floods and loss of lives. Again this year we suffered flooding in the section of Kentucky that I represent and although no lives were lost, several million dollars in damages resulted.

As you know, the Salt River Basin Study was authorized in the year 1964 and as a result of this Study, three projects were recommended. These projects were Taylorsville Reservoir, Camp Ground Reservoir, and Howardstown Reservoir. The Taylorsville Reservoir has been completed and over $800,000 expended for studies on the Camp Ground Reservoir. Two Governors in Kentucky refused to enter into agreements with the Corps of Engineers on the Camp Ground and the Howardstown Reservoirs. Our present Governor is very much

concerned about the Camp Ground Reservoir and is committed to participate in the construction of this Reservoir or in projects which will alleviate the flooding in the section where the Camp Ground Reservoir would be located. In the current 1990 Fiscal Year budget we have $175,000 for general investigation of the Salt River Basin..

MR. CHAIRMAN, the budget now before your committee for the Salt River Basin, Kentucky investigation contains $225,000 for surveys and I respectfully request that this amount be approved.

In the current 1990 Fiscal Year budget you approved the sum of $1,500,000 for the Taylorsville Lake, Kentucky project. This money was to be used for the Possum Ridge ramp section and was the federal share for facilities and recreation. The Commonwealth of Kentucky is committed for its one-half share of the total cost of this project. Up to this time, Kentucky has not appropriated its share, so Mr. Chairman, I respectfully request that by language in your Report, or in the manner you desire, this $1,500,000 be continued over into the 1991 Fiscal Year budget. I am now assured that the State of Kentucky will come forward with its share as provided for by law.

MR. CHAIRMAN, in the current Fiscal Year budget for 1990, your committee approved the sum of $200,000 for investigation of the Green and Barren Rivers, Kentucky. This investigation is now underway and if additional funding can be used, I will appreciate it if it is incorporated in your budget for Fiscal Year 1991.

I respectfully request that the projects and funding set forth in the budget for Fiscal Year 1991 for Kentucky be approved. I join all of my colleagues from Kentucky in the House and in the Senate in their requests for our state and their districts.

MR. CHAIRMAN, you and the members of your Subcommittee have always been good to us and we appreciate it. We want to thank you for permitting us to appear at this time in behalf of our projects.

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Mr. NATCHER. Then, Mr. Chairman, with your permission, I have the statement of our friend and colleague, Larry Hopkins. I ask permission that his statement be placed in the record in its entirety.

Mr. BEVILL. Without objection, it will be made a part of the record.

[The statement of Hon. Larry Hopkins follows:]

Testimony

by U.S. Rep. LARRY J. HOPKINS (R-KY)
before the
House Subcommittee on Energy and Water Development
Washington, D.C. March 28, 1990

Mr. Chairman and Members of the Subcommittee:

Thank you for allowing me to present this testimony to the House Appropriations Subcommittee on Energy and Water Development. I appear before you today to request your support of three projects in my district: emergency repairs of the Kentucky River locks and dams 5 - 14; a feasibility study in the Licking River Basin; and completion of a preconstruction engineering design study of flood protection in the City of Frankfort.

KENTUCKY RIVER LOCKS AND DAMS 5 - 14

In 1985, the Commonwealth agreed to accept ownership of Kentucky River locks and dams 5 through 14 if during a three-year transitional period, the Corps of Engineers would perform major maintenance to ensure the system's structural integrity.

State officials now contend that the agreement has not been honored by the Corps and have filed a lawsuit to force the Corps to fulfill its obligations.

Senator Ford and I have introduced companion bills to block the divestiture of the locks and dams by the federal government until the terms of the Memorandum of Understanding (MOU) between the Corps and the Commonwealth have been fulfilled. Senator Ford's bill has

been included in the Senate's omnibus water resources bill and I am working with the Members of the Subcommittee on Water Resources to seek its inclusion in the House version.

While locks and dams 5 - 14 no longer qualify for continued federal operation due to lack of commercial traffic, they hold the primary source of water for more than 400,000 Central Kentuckians.

Kentucky is willing to accept the long-term burden of operation and maintenance but federal assistance is needed immediately to avert failure of some of the dams.

I ask that you appropriate $3.5 million for immediate repairs of Kentucky River locks and dams 5 through 14.

LICKING RIVER BASIN

The Licking River Basin, which consists of 22 counties, has had a long history of recurring floods and drought. During a 12 year period, the Basin has not only been plagued with three major floods but numerous water supply shortages.

This fall, the Corps of Engineers will complete a reconnaissance study of flood protection measures.

The President's fiscal year 1991 budget requests $100,000 for the Corps to begin moving forward with a feasibility study and we would appreciate you honoring this request.

FRANKFORT FLOOD PROTECTION

In 1989, the City of Frankfort and its outlying areas were devastated by severe flooding.

The Corps is continuing efforts on a Preconstruction Engineering Design study of a floodwall and has requested $152,000 to be budgeted in fiscal year 1991. We would be greatful if you would fulfill this request.

CONCLUSION

Thank you again for giving me the opportunity to meet with you and express the gratitude of my constituents for your consideration of the requests that I have presented today.

Mr. NATCHER. The same request for our friend Mitch McConnell, one of our two Senators from Kentucky, that his statement be placed in the record at the proper place.

Mr. BEVILL. The same.

[The statement of Senator Mitch McConnell follows:]

TESTIMONY OF SENATOR MITCH MCCONNELL

BEFORE THE

HOUSE ENERGY & WATER DEVELOPMENT APPROPRIATIONS SUBCOMMITTEE

MARCH 28, 1990

Mr. Chairman, I want to thank you for setting aside this time for the members of the Kentucky delegation to speak on subjects of importance to our state under the jurisdiction of the Energy & Water Development Appropriations Subcommittee. While I am very much aware of the budget constraints we must all work under in order to reduce the federal deficit, there are certain projects and agency funding levels which are very important to the Commonwealth of Kentucky. The projects and agencies which I am referring, Mr. Chairman, are the Barbourville and Harlan Flood Control projects, the Olmstead Lock and Dam project, the McAlpine Lock and Dam project, Kentucky Locks and Dams 5-14, Kentucky Lock and lower Cumberland Bendway, Louisville Waterfront project, as well as continued funding for the Appalachian Regional Commission (ARC) and the Tennessee Valley Authority (TVA), particularly, Land Between the Lakes.

HARLAN AND BARBOURVILLE FLOOD CONTROL PROJECTS

In the last session, Congress appropriated $18 million and $2.7 million respectively for the Harlan and Barbourville flood control

projects. Great progress has been made on these projects over the last few years. It is my hope that the Subcommittee will include $20.5 million for Harlan and $7.5 million for Barbourville in this year's bill. Many areas of Kentucky continue to experience devastating flooding. As many of you are aware, Kentucky during the month of February experienced one of its worst floods in history. While parts of the eastern region of Kentucky were spared last year from early torrential rains, flooding occurred during the summer and fall. In fact, last year several counties in eastern Kentucky were declared a Federal Disaster Area by the President because of severe flooding. It is imperative that we move forward with all haste to complete these crucial flood control projects.

OLMSTEAD LOCKS AND DAM 53 & 53

The Olmstead project requires the replacement of locks and dams 52 and 53 on the Ohio River. Its importance to Kentucky commerce cannot be underestimated. I was very pleased that Congress last year appropriated $3.8 million for the planning of this project. The current Corps schedule calls for the initiation of construction by 1993 and completion of the project by 2005. The present request is for $3.5 million with an additional $400,000 needed for real estate aquisition. I am hopeful the Subcommittee will be able to provide this funding.

When one looks at the current rate of use of locks and dams 52 and 53, it is obvious that all efforts must be made to see that construction is kept on schedule. As traffic is projected to increase through these structures at their strategic location on the Ohio River, their deteriorating condition could jeopardize the efficient flow of bulk commodities vital to the river related economy. As I understand it, the Corps forecasts average delays of 20 hours by the year 2000 if the situation is left unattended.

As I stated last year, approximately 350,000 jobs have been associated, directly and indirectly, with waterborne commerce along the Ohio. Noting that the largest tonnage was in rural commodities of coal and grain, it is apparent to me that an efficient, modern waterway system could have a direct bearing on the revitalization of rural America and our energy security.

MCALPINE LOCKS AND DAM

Another critical lock and dam project on the Ohio River is the McAlpine Locks and Dam. Traffic through McAlpine has increased from 3.6 million tons per year in 1940 to 53.9 million tons in 1987. At the present rate of increase, delays are projected to be 0.9 hour/tow by the year 2000 and raise to 5.5 hours/tow in 2020 and 8.7 hours/tow in 2050. In the past seven years, delay costs have totaled nearly $28 million because of both scheduled and unscheduled

outages of the main chamber. Needless to say this project is vital to the distribution of Kentucky's commerce. It is my hope that the committee will provide the Corps' request of $1 million for McAlpine. These locks and dam located near Louisville, Kentucky must not become the next major bottleneck on the Ohio River.

KENTUCKY RIVER LOCKS AND DAMS 5-14

In 1985, the Commonwealth of Kentucky agreed that it would assume responsibility for Locks and Dams 5-14 on the Kentucky River. However, this agreement was based upon the Corps' doing major maintenance to ensure the facilities' structural integrity. State officials have informed me that this agreement has not been honored and the locks and dams are in very poor condition. Obviously, the state does not wish to take over the responsibility and liability for this aging property. As you may know, Congressman Hopkins and Senator Ford have introduced legislation to prohibit the Corps from divesting locks and dams 5-14 until the Memorandum of Agreement is fulfilled. I am a supporter of this effort and a cosponsor of Senator Ford's bill. To facilitate the Corps' meeting this obligation, I am hopeful that $3.5 million will be provided to make urgently needed repairs of the system.

Central Kentucky depends heavily on the Kentucky River for its source of water supply. At present, nearly 500,000 Kentuckians use

the river's lock and dam system to draw their primary source of water. In addition, the river has played an important part in the Bluegrass region's tremendous economic growth over the past several years. In the short term, it is imperative that this problem be addressed immediately. However, in the long run, we must reconsider the Federal Government's policy in providing adequate water supplies.

KENTUCKY LOCK AND LOWER CUMBERLAND RIVER BENDWAY

We have now reached a critical point with barge traffic on the Tennessee River. At present, Kentucky Lock is at 90% capacity. This now equates to waiting periods which range from four to 36 hours for many tows. The Corps' budget request is for $1.008 million and will enable them to complete general investigation of a second lock. It is important that this money be provided so that this problem can be fully evaluated in light of our Nation's future inland waterway needs.

In the short term, it is crucial that a workable solution be found to alleviate the extreme congestion. The Corps has determined that the best solution, until the Kentucky Lock and Dam has been modernized, is to divert traffic to the lower Cumberland River. However, the Cumberland is narrow and will have difficulty in accommodating the large modern size tows. In some instances, the

bend in the river is nearly 90-degrees. To remedy this problem and facilitate travel, the Corps has recommended that the bendways be widen at Miles 3 and 28.

This project will cost approximately $15 million over the next five years. For FY91, $1 million will be required for initial engineering and design for bendway modification. It is my hope that the $1 million will be made available as well as the authority to buy the real estate needed for this project.

LOUISVILLE WATERFRONT DEVELOPMENT

During the 100th Congress an appropriation of $400,000 was provided for the Louisville Waterfront Park study. This money has provided the ground work for continued development of the Waterfront Park project which is designed to restore and increase public access to the waterfront. In fact, last summer the Corps of Engineers completed construction ready plans and specifications for the Belvedere connector phase of the project. At this point, we are hopeful that the Energy and Water Development Subcommittee will provide $3.5 million for construction of the connection from the Belvedere to the Louisville Wharf. The state and local community are in support of the waterfront project and have assisted substantially in the development of the riverfront over the past few years. The Subcommittee's consideration in this matter is greatly

appreciated.

TVA AND LAND BETWEEN THE LAKES FUNDING

Mr. Chairman, I would also like to take this opportunity to encourage full funding for the Tennessee Valley Authority (TVA) and, particularly, Land Between the Lakes (LBL). TVA has a long history of service, but it is important to recognize that today TVA continues to fulfill major needs and obligations. TVA's efforts are focused on strengthening the growth of private enterprise and promoting greater self-reliance among local communities. Technical assistance, not grants, is the principal form of TVA assistance. State, local and private sector commitments generally exceed TVA's expenditures. TVA uses demonstrations to broaden the impact of its efforts and consistently aims at working cooperatively with State, local and community organizations.

Of equal concern to me is funding for the 170,000 acre Land Between the Lakes. This is the largest national recreation area east of the Mississippi. LBL receives more than two million visitors a year from all fifty states. LBL is not merely a recreation area but is a genuine outdoor laboratory and educational facility shared by the professional and general public alike. Recreation and environmental education techniques developed at LBL

are used throughout the Nation by other public agencies and private entrepreneurs. In addition, LBL directly and indirectly generates an enormous economic impact across an area with some of the highest unemployment rates in the country.

LBL, like the rest of TVA's programs, represents modern government at its best -- sensitive to the land and to the people. The funding for Land Between the Lakes and the rest of TVA's programs should be kept at a level that will permit TVA to continue to serve the region and the Nation. I certainly appreciate the Subcommittee's assistance in this regard.

FUNDING FOR APPALACHIAN REGIONAL COMMISSION

Another matter of extreme importance is continued funding of the Appalachian Regional Commission (ARC). While the task of providing aid and assistance to Appalachia is still overwhelming, I have seen what can happen with the positive guidance of ARC which has helped to clearly define problems in this region as well as provide seed money and technical assistance to many needy communities. Specifically, ARC has helped to provide distressed areas with safe water supplies and waste disposal. In the area of highway development, ARC has funded miles of modern highways in areas of eastern Kentucky that had been by-passed by the interstate system. These roads have provided a vital link between the

coalfields and the rest of the country. Although attempts are made each year to cut ARC from the budget, I am hopeful the Subcommittee will continue the necessary level of funding for this agency which has meant so much to the Appalachian region.

I thank the Chairman for his consideration and for the opportunity you have provided us today.

Mr. NATCHER. Mr. Chairman, I want to point out to you two matters in the budget that I am very much concerned about in the district that I represent in the Congress. In the current 1990 fiscal year budget, you have $1,500,000 as the federal share for Taylorsville Reservoir, which has been completed and now in operation.

This is for recreation and toilet facilities and so forth. The federal share is in the 1990 budget. It is still there. In Kentucky, Mr. Chairman, we have had some problems with the budget, and the legislature, as you know, is now in session, but they have been unable to vote to provide the state share of $1,500,000 up to this time.

I would ask, and I would appreciate it if you and the members of your subcommittee, in the report carry this money over into the 1991 bill so that when Kentucky matches the money as required by law, we can then use it.

Mr. Chairman, in addition, I have one other matter that I would like to——

Mr. BEVILL. Before you leave that one, we will do that.

Mr. NATCHER. Thank you, and I appreciate it. Mr. Chairman, I have one other matter. In 1964 we, with the assistance of you and your subcommittee, passed a resolution providing for Salt River Basin Study. This study pointed out that if justified and if the benefit costs could be handled, the three reservoirs be constructed.

One was Taylorsville, which you and your subcommittee have helped us complete. It is in operation. Campground Reservoir was the second one. We have spent a little over $800,000 for studies on this reservoir. We have in the current year budget before the committee of 1991 the sum of $225,000 to continue the studies.

The flood situation has been bad, as you know, in Kentucky for the last three years and for years now. Most of it is in the section that I am discussing with you. There is $225,000 in the budget before your subcommittee to continue the studies by the Corps of Engineers to then report back to your subcommittee and to the people in Kentucky the project of projects that they think would be useful and beneficial to prevent the flooding, and I would ask, Mr. Chairman, that that $225,000 that is in the budget be approved, and that all of the other matters in the budget pertaining to the district that I represent be approved. I want to join with my colleagues in the House and in the Senate on their request, Mr. Chairman.

And, again, before presenting these members to you, I want you to know, Mr. Chairman, we appreciate everything you have done for us.

Mr. MYERS. Mr. Natcher, would you yield for a question? The type of flooding you talk about is it urban or rural?

Mr. NATCHER. Most of it is rural, in small communities.

Mr. MYERS. Agricultural losses, then?

Mr. NATCHER. Absolutely, Lebanon Junction, Boston and New Haven. The pictures you saw on television last year and the pictures you saw again this year were in that section. That is where the flooding is, and it is right severe.

Thank you.

Mr. BEVILL. On your second request, without any objection, we will comply with your request.

Mr. NATCHER. Thank you, Mr. Chairman.

I appreciate it. Mr. Chairman, it is a pleasure for me to present to you and your subcommittee, our friend, Jim Bunning.

Mr. BEVILL. The Chair recognizes Mr. Bunning.

Mr. BUNNING. Thank you, Mr. Chairman, it is a pleasure seeing you.

It seems like we are here always asking for help, but that is the way this business goes. I appreciate the opportunity to testify. Mr. Chairman and members of the subcommittee, I appreciate your giving me the opportunity to call your attention to several projects that are vital to my constituents in Kentucky and which I sincerely feel do deserve your support.

I particularly appreciate it because I know how busy you are. In fact, I have a markup going on right now in Merchant Marine, and I will cut my remarks short and submit my full statement for the record.

I would like to do that.

Mr. BEVILL. Yes, without objection that will be okay.

Mr. BUNNING. Ron Mazzoli will probably bring this up later, but I would like to comment on two projects in the Louisville area that I would like to see consideration given to. One is the modernization of the McAlpine Dams and Locks, and also the river front development in downtown Louisville.

Neither is in my district, but they are important to all of Kentucky, and I think you should look at them in that phase. McAlpine Dam and Lock is quickly becoming one of the real bottle necks on the Ohio River as far as barge traffic is concerned, and it is getting worse.

Kentucky coal suffers and Kentucky revenue suffers because we depend on that coal moving very quickly up and down the Ohio River.

The Corps of Engineers has requested $1 million for pre-construction engineering and design for the improvements, and I would certainly hope that this subcommittee will see fit to include that amount for this project.

I also would hope that the subcommittee would give favorable consideration to the request of $3.5 million for the next phase in the downtown Louisville River front development plan. At the other end of my district, in Newport and Covington, we have already seen what a tremendous boost to the economy can occur when river front development takes place. We have unbelievable development going along the Ohio River in Northern Kentucky because of redevelopment along the river front, and this project in Louisville would have that same effect, I believe. I hope you would look kindly on that project because I think it would have a dramatic effect on redevelopment in downtown Louisville.

In my own district, I do have a couple of projects that you are already familiar with, and I would like your help with. The Licking River study and the Routt Road Bridge replacement in East Jefferson County.

You have been accommodating on both of these projects in the past, and I hope you will continue to do so. As you know, over the past two years Congress has provided the funds for a reconnaisance study and an investigation into the feasibility and potential flood

control and water supply benefits of a series of lakes and dams on the Licking River water shed.

The study should be completed by the end of this year, and the Corps of Engineers has requested an additional $113,000 to begin the initial stages of a feasibility study. I support that request and hope that you will do so as well.

The final project I would like to ask your assistance is with the Routt Road Bridge replacement. Two years ago this subcommittee earmarked $60,000 for engineering and design of a bridge to replace one that used to cross Floyd's Fork until the Taylorsville Lake construction traffic made it unsafe to cross anymore.

Unfortunately the Corps ignored the biddings of this committee, and the Congress, and they said they weren't going to do it, and then last year with your help, language was included in the 1990 appropriations bill telling them that they had better do it, so now they are doing it.

The Corps has initiated a letter report to define the necessary work and provide an updated cost estimate, secure the administrative approvals and prepare plans and specifications for that bridge.

This preliminary work will be completed in the year coming up. Therefore, I would request that the subcommittee provide the necessary $375,000 necessary to provide the federal share of this project. The folks who live on Routt Road have been waiting for a long time for this replacement bridge, and I would hope that we can get it moving towards completion.

Again, I want to thank you for your consideration, thank all the subcommittee, and am looking forward to working with you.

[The statement of Hon. Jim Bunning follows:]

Statement of
Congressman Jim Bunning
March 28, 1990
Subcommittee on Energy and Water Development

Mr. Chairman and Members of the Subcommittee; I appreciate your giving me the opportunity to call your attention to several projects that are very vital to my constituents in Kentucky and which I sincerely feel do deserve your consideration.

Ron Mazzoli has already mentioned two of the projects I am interested in--- the Riverfront Development in Louisville and the modernization of the McAlpine Locks and Dam on the Ohio River at Louisville.

I would like to add my endorsement to Ron's on both of these projects.

The need for the construction of an additional 110 by 1,200 foot lock at McAlpine Locks and Dam is evident. In 1986, commercial traffic at McAlpine Locks and Dam was 53.4 million tons and it is projected to increase to 72 million tons by the year 2,000 and to 141.6 million tons by the year 2050.

McAlpine is strategically located on the Ohio River between Pittsburgh---America's largest inland navigation port---and the Mississippi. Any shutdown of the main lock and subsequent operation of the auxiliary lock will lead

to substantial delays. For example, the main 1,200 foot lock was closed for traffic for 33 days in June and October, 1987, forcing sustained use of the auxiliary 600 foot chamber. 723 tows were delayed an average of 30 hours per tow, costing industry an estimated $4.4 million. Between 1982 and 1988, tow delay costs at McAlpine totalled $28.3 million. And by the year 2000, this problem is expected to become even more severe as the auxiliary chamber will be relied upon to handle traffic levels that greatly exceed its capacity.

The benefits of the McAlpine Locks and Dam are widespread. Twenty states either receive or ship commerce through this facility. While the improvement is estimated to cost $219 million, the incremental average annual benefits and costs associated with Plan B, when compared against the without conditions, are $30,300,000 and 19,500,00 respectively, resulting in a benefit to cost ratio of 1.6. Annual net benefits, incremental to the without project condition are $10,800,000. Simply stated, the nation will save $10.8 million annually in transportation costs throughout the life of the project by the modern twin 110 by 1,200 foot locks at McAlpine.

A modernized river navigation system is essential for getting Kentucky coal to distant markets. And moving Kentucky coal is vital to our State's economy and our State's budget. One estimate projected that Kentucky coal shipped on the river generated direct state and local tax

revenue of at least $59.6 million and indirect tax revenues of about $108.9 million.

The National Coal Association projects the demand for U.S. coal, domestic and export, for 1990 at 994 million tons and for 2000 at 1,181 million. These are the Association's moderate projections. By 1987, the industry had already come close to the 1990 projection, at 914.7 million tons. Kentucky has shared in that growth and will continue to benefit for the world-wide demand for coal as long as we all work together for improvements in our region's inland navigation facilities.

So, Mr. Chairman, when we talk about McAlpine, we are talking jobs and economic develop and public services in Kentucky. Keeping this facility at top operating efficiency is absolutely vital to our State and to all of mid-America.

The Corps has requested 1 million dollars for the preconstruction engineering and design for the improvements and I would certainly hope that this committee will see fit to provide that amount.

I also hope this subcommittee will give favorable consideration to our request for $3.5 million dollars for the next phase of the downtown Louisville riverfront development plan.

This is an exciting project Mr. Chairman. The Waterfront in Louisville is being flooded right now but it is a welcome flood. It is a flood of enthusiasm and optimism that is evidenced by the tremendous amount of State, Local and private investment that this project is attracting.

At the other end of my district, in Newport and Covington, we have seen what a tremendous boost urban redevelopment can receive from imaginative development of a riverfront. The Louisville plan is already doing the same in downtown Louisville and the potential is tremendous. I hope you will take a close look at this project. Once you do, I am confident that you will recognize its value as much as Ron and I do.

The third program that I would like to comment about is one which you are already familiar with---the Licking River reconnaissance and feasibility study to investigate the potential flood control and water supply benefits of a series of lakes in the Licking River watershed.

Over the past two years, Congress has provided the funds to conduct the initial reconnaissance study. That study should be complete by the end of the year and the Corps has requested $113,000 to go one step further and initiate the feasibility study.

I fully support that request and hope that you will

look on it favorably.

The last project I would like to mention, is another one that you are familiar with. We have been working on it for several years. Two years ago, this subcommittee earmarked $60,000 for engineering and design of a replacement bridge on Routt Road in Eastern Jefferson County. This is the bridge that used to cross Floyd's Fork until the construction traffic that used it to get to the Taylorsville Lake project made it unsafe and it had to be torn down.

Unfortunately, the Corps chose to ignore the direction of this subcommittee and the Congress and refused to allocate the funds for the Routt Road bridge, saying that it was not in accord with current policy.

Last year, however, with the help of this subcommittee, language was included in the 1990 Appropriations bill directing the Corps to utilize the previous appropriated funds for this project.

Subsequently, the Corps has initiated a letter report to define the necessary work, provide an updated cost estimate, secure the required administrative approvals and prepare plans and specifications for the bridge.

This preliminary work will be completed in the near future. Therefore, I would request that the subcommittee

provide the $375,000 necessary to provide the Federal share of this project. The folks who live on Routt Road have been waiting a long time for this replacement bridge and I would hope that we can get it moving.

Again, I would like to thank you, Mr. Chairman and Members of the Subcommittee, for making this time available to the Kentucky delegation. I thank you for your past assistance and look forward to working with you on the projects I have just outlined.

Mr. BEVILL. Very good. We will certainly do what we can on that.

At this time, the Chair recognizes Mrs. Boggs. She is going to have to leave.

Mrs. BOGGS. Thank you so much, Mr. Chairman.

I am sorry I have a conflicting hearing, just as you do. It is an appropriations subcommittee hearing on FEMA, which is certainly very necessary to all of our districts. I just want to say how reluctant I am to have to leave this hearing. Certainly this is the finest delegation that comes before us, concerted in their actions and recommendations, led by, of course, as our chairman has said, the finest Member of Congress. So I regret very much having to leave, and I thank you for giving us the honor of coming to present your case directly to us.

And, you know that we expect it to be in the best interests not only of your district, but of the nation, and we look forward to working with you on all of your proposals. Thank you, Mr. Chairman.

Mr. NATCHER. Thank you, ma'am.

At this time I present to you and your subcommittee our friend and colleague, Hal Rogers.

Mr. BEVILL. The Chair recognizes Mr. Rogers.

Mr. ROGERS. Mr. Chairman, thank you very much, and Mr. Myers, and our colleague, Bill Natcher. I agree with Lindy Boggs' characterization of Bill Natcher as the most popular and most competent Member of Congress.

I think all of us would agree with that. I was sorely disappointed that he did not appear on the best-dressed list a while back, so that list is severely in question. I don't think it is very credible.

Mr. Chairman, like the others, I am coming to you and Mr. Myers to thank you for past help and to highlight a few points of my written testimony, a copy of which I will submit for the record and try to summarize here.

Mr. BEVILL. Yes, your prepared statement will be made a part of the record.

Mr. ROGERS. Thanks to the support of this subcommittee especially, many of the communities in my southern Kentucky district are making progress toward flood protection that they have severely needed since the time of Daniel Boone or before.

This morning I would like to——

Mr. BEVILL. What state was Daniel Boone from?

Mr. ROGERS. I don't know where he was from, but he spent his adult life in Kentucky and very productively, we might add. Let me focus, Mr. Chairman, a minute or two on the 202 flood control project with which the Chairman and Ranking Member are very familiar.

The administration has requested a total of $36.6 million for the 202 projects. Unfortunately, for the ongoing Kentucky portions of that project, no funds were requested by the administration. That is not unusual.

In the past, this subcommittee has seen fit to fund those projects to which no funds were requested by the administration. With respect to Barbourville, the administration requested no follow-on funds. That is despite the fact that $7.5 million is needed for struc-

tural work on the main levee flood wall, as well as for evacuations and house razing.

The $4 million the subcommittee kindly provided last fall will allow the Corps to award a heavy construction contract this spring, with work to begin shortly thereafter.

A similar problem faces Harlan, in that the administration again has proposed no funding at all. Mr. Chairman, we are at another important stage with the Harlan project. Thanks to the generosity of this subcommittee last year, $17 million was provided for Harlan, enabling the Corps to award a major diversion tunnel contract in November of last year to relocate the formation of the Cumberland River there which has resulted in the severe flooding.

Here, the dirt has already been turned and the Corps plans to start punching through the mountain this May. To continue work on that vital project, $20.5 million is required in fiscal 1991. We are not talking pennies, I understand, Mr. Chairman, but these projects are substantial investments and, I think, wise investments.

They constitute the first and foremost promise, which this Member of Congress made upon being sworn in almost ten years ago, and that is to really tackle the flood control problems caused by the upper Cumberland River, which has plagued that whole section of Kentucky since before the time of Daniel Boone, and the area in which, of course, he roamed.

The amounts we are asking to provide that work are identical to what the Corps says it can spend next year to keep the projects on track. In Middlesboro, at the site of the Cumberland gap, the Corps is continuing its detailed planning studies in coordination with community officials, and progress is being made towards a plan that involves cost sharing.

The detailed study for Williamsburg nears completion, and local officials are considering how best to provide flood protection there. Adequate funds have been requested to cover those activities.

The best news, however, Mr. Chairman, Mr. Ranking Member is that the flood control project at Pineville, Kentucky, the first 202 element in my district will be completed this September. No additional funds are requested and none will be required.

The flood wall is complete, the highway the state built on top of the flood wall that bypasses the city is nearly complete, and the Chairman and Ranking Member as well as members of this subcommittee, can celebrate with us on a community and an area now that is safe from perennial devastating floods.

Mr. Chairman, these communities have much to be thankful for in that your subcommittee has been most generous in looking after their needs. But history has repeated itself when it comes to the administration's request. As in years past, it is severely underfunded.

As you know, these projects have already suffered from significant delays, adding years to their completion dates, and leaving many in my district as vulnerable as they were during the devastating floods of 1977. Residents of these communities in the upper Cumberland basin still live in fear that the next cloud over the horizon might unleash the flood rains that would destroy their homes, rob them of their few possessions, and perhaps even take their lives, as it has in the past.

It is these people who count on the continued support of your subcommittee for the 202 project. Recapping and finalizing, Mr. Chairman, my comments, I am asking the subcommittee to provide an additional $7.5 million for Barbourville and $20.5 million for Harlan, both 202 projects.

In addition, I would like to ask that you again include language prohibiting the Corps from applying a fully allocated funding policy to these project elements, as you know has happened in the past.

Once again, Mr. Chairman, Mr. Myers, I want to thank you for your time this morning and especially for the difference your efforts made for the families in my distressed district and continue to make, and I want you to know I appreciate it and the folks back home appreciate it very much.

[The statement of Hon. Harold Rogers follows:]

WRITTEN TESTIMONY

of the

HON. HAROLD ROGERS

before the

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

March 28, 1990

Mr. Chairman, Mr. Myers, and Members of the Subcommittee, thank you for the opportunity to testify in support of Corps activities in my congressional district.

Again this year, I owe the Chairman and Ranking Member enormous thanks for all your help over the past years. Because of your interest and efforts, my communities are beginning to realize promised flood protection.

LEVISA AND TUG FORKS OF THE BIG SANDY RIVER
AND UPPER CUMBERLAND RIVER (SECTION 202 PROJECT)

I am pleased to report that work on the Pineville element is estimated to be completed in September, 1990, and no additional funds are required in FY91. The Pineville element is the first Kentucky 202 element to be wrapped-up, and the citizens of Pineville and surrounding communities have you to thank for their safety.

However, I must also outline two areas of concern relating to the Administration's FY91 request for the 202 project.

As the Subcommittee knows, the Administration is seeking a total of $36,800,000 for this project in FY91.

Of this total, no follow-on funds were requested for the two Kentucky elements in my district where construction work is ongoing.

Barbourville

With respect to the Barbourville element, the Subcommittee kindly provided $4 million for the current year, which will permit the Corps to award a levee construction contract this spring and to begin actual construction during the summer.

Despite the fact, however, that significant follow-on funds are needed next year, the Administration has requested no funds at all. $7.5 million is required to continue building the levee, award a second contract for the floodwall, and provide related non-structural protection. This amount is consistent with expressed capability for next year.

Harlan

In Harlan, Kentucky, the Administration again requests no funds, despite the fact that substantial funding is necessary.

Thanks to the generosity of the Subcommittee last year, $17 million was provided for Harlan, enabling the Corps to award a major diversion tunnel contract in November, 1989. Dirt has been turned, and the Corps currently proceeds with portal clearing in preparation for tunnel excavation in May. In fact, the first tunneling machine was scheduled to arrive last week. The tunnel project will be central to providing flood control in Harlan, and $20.5 million is needed in FY91 to keep this vital project to its construction schedule. If no additional funds were provided, as proposed by the Administration, the tunnel contract would have to be terminated, at great cost to the taxpayer and at a more severe price to the many citizens and businesses vulnerable to the ravaging flood waters common in this community. $20.5 million is the capability expressed by the Corps for Harlan in FY91; the entire amount is required to continue the diversion tunnels, as well as non-structural work.

Middlesboro and Williamsburg

In Middlesboro, Kentucky, the Corps continues its coordination with community officials on a plan which includes cost sharing. The detailed study for Williamsburg nears completion, and local officials are considering how best to provide flood protection there.

Mr. Chairman, as you certainly know, many years have been lost on these projects due to repeated efforts to terminate by the Administration. I should note, however, that your support for this protection has not completely fallen on deaf ears. The Corps has authorized release of the funds you earmarked, complied with the Act's language prohibiting application of a fully-allocated funding policy, and submitted a request to OMB for FY91 funds, albeit inadequate to properly fund these projects.

The need for this protection remains, Mr. Chairman. Flooding the likes of which occurred in 1977 would inflict substantial damages on Harlan, Barbourville, and the other communities in the Cumberland River basin. During the 1977 floods, Harlan suffered $31 million worth of damage, leaving nearly 2,000 people

homeless. These communities could not sustain a similar event today; they have never fully recovered from past floods.

I fully recognize that these projects constitute substantial investments. However, the costs of not moving forward could be devastating to the people and businesses which have made Eastern Kentucky their home.

OPERATIONS AND MAINTENANCE

Martin's Fork Dam and Lake

Located in Harlan County, Kentucky, this facility helps reduce flooding along the upper Cumberland River, and offers many recreational opportunities for local residents. I urge approval of the Corps O&M request of $573,000 for this lake, under a cost-share agreement with Harlan County.

Laurel River Dam and Lake

Completed in 1977, Laurel River Lake is an important water resource project in Eastern Kentucky. The Corps is requesting $981,000 for this facility.

Buckhorn Dam and Lake

$718,000 is requested in O&M funds for this activity, which contributes to flood protection and provides recreational opportunities.

Green River Dam and Lake

This activity provides flood protection in the Green River Valley, and is a popular site for recreational activities. The Corps O&M request of $1,251,000 would permit continuation of this important resource.

Wolf Creek Dam -- Lake Cumberland

Wolf Creek Dam, completed in 1952, provides significant flood control for the Cumberland Valley, and generates hydroelectric power.

Lake Cumberland's mountain setting offers numerous recreational opportunities that draw hundreds of thousands of day and overnight visitors from Kentucky and neighboring states.

The Corps O&M request of $4,809,000 reflects the cost of maintaining not only the dam, but also over 100 campsites and 47 picnic sites around the lake -- important recreational opportunities for many local residents, and a vital tourism component. Visitor days at Lake Cumberland alone number over 250,000 annually, which is a major benefit for the entire region.

CONCLUSION

The work of the Corps in my district is greatly appreciated, and this year's request would permit many of those benefits to continue.

As I have stated, however, there are some important exceptions for which I would like the Subcommittee's assistance this year.

First, with respect to the 202 project, I would like to ask the Subcommittee for an additional $7.5 million for Barbourville and $20.5 million for Harlan. I would also like to request that you include bill language, as in previous years, prohibiting the Corps from applying a fully allocated cost policy, and also requiring the Corps to construct structural portions of the Harlan and Barbourville projects at the standard project flood level.

Mr. Chairman, I again thank you and the Ranking Member for all the help you have given me and my district over the past years, and I ask for your continued assistance.

# # #

Mr. NATCHER. At this time I present you and members of the subcommittee our friend and colleague from the third district, Ron Mazzoli.

Mr. MAZZOLI. Thank you very much, Mr. Chairman, Chairman Bevill and your distinguished committee. We appreciate the chance to come before you again this year.

I want to thank my dean for being the person that he is and for having coordinated our appearance again this year.

Mr. Chairman, I have two projects. The first project which I would bring to your attention and that of your distinguished subcommittee is the modernization of the McAlpine Lock and Dam at Louisville.

I testified before the House Public Works Committee just the other day in behalf of this program, which has been proposed by the Louisville District of the Corps of Engineers. The Louisville Corps project is currently awaiting approval at the Board of Engineering for Rivers and Harbors, and there is every expectation that that will go through.

In the meantime, the Corps has requested, and I would respectfully ask your committee's support for, $1 million in fiscal year 1991 to continue its pre-engineering and design studies for the lock improvement. These studies, which are currently underway, will take some years to complete, but they are underway and would lead to the unjamming of this gridlock, if you want to call it that, on the Ohio that my colleague, Mr. Bunning talked about.

Overall, in the long run, it will be about a $219 million program to extend a current 600-ft. lock to a 1200-ft. length to match an existing 1200-ft. lock which is already there. The McAlpine complex handles some 55 million tons of barge traffic yearly.

All projections, as I am sure the Chairman would agree, are that there will be a great increase in traffic along the inland waterways, including the Ohio. Currently, one lock at McAlpine is 1200-ft., which would accommodate most tows, but the other is 600, and you have to take many of the tows apart to be accommodated.

In effect, they have to go twice through the lock. That 600-ft. lock will be almost 80 years old by the year 2000, which is when the Corps would anticipate completing this program of extending this 600-ft. lock to 1200.

It is now 40 years older than the longer lock and used primarily as an auxiliary, so that has slowed down the traffic on the Ohio. The 1200-ft. chamber is closed today about an average of 15 days a year. However, in 1987 it was closed for 36 days, and traffic had to be routed through the shorter lock and that again led to an average of about 30 hours to each of the tows.

Without the vital improvements proposed by the Corps of Engineers, Mr. Chairman, McAlpine will continue to be a bottleneck and perhaps grow to a worse one. So, again, I would urge your committee to help us with that $1 million.

The second project is one we have been before you about in two other years. That is the Louisville Waterfront Development project. The level of commitment and support for our project in the local community is very clear and has been described in part by my friend from the fourth district.

I have, Mr. Chairman, letters which I would ask—I think they may be with your clerk—from Louisville Mayor Jerry Abramson, from Jefferson County, Judge/Executive David Armstrong, and from State Senator David Karem, who is the President and Executive Director of the Louisville Waterfront Development Corporation.

All three of these individuals are strongly in support of this development program. This level of commitment is demonstrated by these letters and has been demonstrated in this room over the years.

Mr. BEVILL. Do you want those to be included with your statement as part of the record?

Mr. MAZZOLI. Yes.

Mr. BEVILL. Without objection, they will be made part of the record.

[The information follows:]

Third District, Kentucky

NEWS RELEASE

Congressman Ron Mazzoli

STATEMENT
CONGRESSMAN RON MAZZOLI
BEFORE THE
HOUSE SUBCOMMITTEE ON
ENERGY AND WATER DEVELOPMENT
OF THE
HOUSE COMMITTEE ON APPROPRIATIONS
MARCH 28, 1990

MR. CHAIRMAN AND DISTINGUISHED COLLEAGUES ON THE SUBCOMMITTEE:

I THANK YOU FOR THIS OPPORTUNITY TO TESTIFY. I ALSO THANK CHAIRMAN NATCHER, THE DEAN OF THE KENTUCKY DELEGATION IN CONGRESS, FOR MAKING THIS OPPORTUNITY AVAILABLE AND FOR GRACIOUSLY ALLOWING ME HIS TIME TO TESTIFY ON TWO IMPORTANT PROJECTS IN MY DISTRICT OF LOUISVILLE AND JEFFERSON COUNTY, KENTUCKY.

THE FIRST PROJECT I BRING TO YOUR ATTENTION IS THE MCALPINE LOCKS IMPROVEMENT PROJECT. I RECENTLY TESTIFIED BEFORE THE HOUSE PUBLIC WORKS SUBCOMMITTEE ON WATER RESOURCES IN BEHALF OF CONGRESSIONAL AUTHORIZATION FOR THIS IMPORTANT IMPROVEMENT PROJECT, WHICH HAS BEEN PROPOSED BY THE LOUISVILLE DISTRICT OF THE U.S. ARMY CORPS OF ENGINEERS.

THE LOUISVILLE CORPS' PROPOSAL IS CURRENTLY AWAITING APPROVAL BY THE BOARD OF ENGINEERS FOR RIVERS AND HARBORS AT FORT BELVOIR, VIRGINIA, AND WE ARE HOPEFUL TO HAVE THAT APPROVAL THIS SPRING.

IN THE MEANTIME, I RESPECTFULLY REQUEST THAT THE SUBCOMMITTEE FUND THE FULL $1 MILLION IN FY '91 REQUESTED BY THE CORPS TO CONTINUE ITS PRE-ENGINEERING AND DESIGN STUDIES OF THE MCALPINE LOCKS IMPROVEMENT PROJECT. THESE STUDIES, WHICH ARE CURRENTLY UNDERWAY, ARE EXPECTED TO TAKE FIVE YEARS TO COMPLETE. ACTUAL CONSTRUCTION OF THE PROJECT WILL BEGIN SOMETIME AFTER THAT -- PROBABLY AROUND 1995 -- AND WILL TAKE ABOUT SIX YEARS.

THE PROPOSED $219 MILLION MCALPINE CONSTRUCTION PROJECT WOULD EXTEND A 600-FOOT LOCK TO MATCH THE EXISTING 1200-FOOT LOCK AND MODERNIZE THE ENTIRE FACILITY. THE MCALPINE COMPLEX HANDLES SOME 55 MILLION TONS OF BARGE TRAFFIC YEARLY AND ALL PROJECTIONS ARE FOR DRAMATIC INCREASES IN THIS TONNAGE IN THE NEXT FEW YEARS.

2246 Rayburn Building, Washington, D.C. 20515 (202) 225-5401 • Room 551, 600 Martin Luther King, Jr. Place, Louisville, Kentucky (502) 582-5129

THE CURRENT 600-FOOT LOCK AT MCALPINE WILL BE ALMOST 80 YEARS OLD BY THE YEAR 2000. IT IS 40 YEARS OLDER THAN THE LONGER LOCK AND IS USED PRIMARILY AS AN AUXILIARY. EVEN SO, IT IS INEFFICIENT AND UNDEPENDABLE.

THE 1200-FOOT CHAMBER IS CLOSED ABOUT 15 DAYS A YEAR FOR MAINTENANCE, BUT IN 1987, THE 1200-FOOT LOCK WAS CLOSED FOR 36 DAYS AND TRAFFIC WAS DIVERTED TO THE SMALLER LOCK. OVER 700 TOWS WERE DELAYED AN AVERAGE OF 30 HOURS EACH, AT A COST TO INDUSTRY OF OVER $4 MILLION.

WITHOUT THE VITAL IMPROVEMENTS PROPOSED BY THE CORPS OF ENGINEERS, MCALPINE WILL BECOME A HUGE BOTTLENECK ON THE OHIO AS BARGE TRAFFIC INCREASES, DISRUPTING LOCAL ECONOMIES FROM PITTSBURGH TO PADUCAH.

I URGE MY COLLEAGUES TO CONTINUE TO FUND THIS IMPORTANT STUDY PHASE OF THE MCALPINE IMPROVEMENT PROJECT SO THAT PLANS FOR THE CONSTRUCTION PHASE MAY MOVE FORWARD.

THE SECOND PROJECT THAT I PRESENT TO YOU TODAY IS ONE THAT YOU'VE HEARD FROM ME ABOUT BEFORE: THE LOUISVILLE WATERFRONT DEVELOPMENT PROJECT.

THE LEVEL OF COMMITMENT AND SUPPORT FOR OUR PROJECT BY THE LOCAL COMMUNITY IS VERY CLEAR AND OVER THE PAST FEW YEARS REPRESENTATIVES OF LOCAL GOVERNMENT HAVE APPEARED WITH ME BEFORE THE SUBCOMMITTEE TO DISCUSS THE PROJECT. I WISH TO HAVE INCLUDED IN THE RECORD TODAY LETTERS FROM LOUISVILLE MAYOR JERRY ABRAMSON, JEFFERSON COUNTY JUDGE/EXECUTIVE DAVE ARMSTRONG, AND LOUISVILLE WATERFRONT DEVELOPMENT CORPORATION EXECUTIVE DIRECTOR, AND STATE SENATOR DAVID KAREM, REITERATING THEIR STRONG SUPPORT FOR THIS PROJECT.

CITIZENS OF LOUISVILLE AND JEFFERSON COUNTY AND LOCAL GOVERNMENT HAVE COMMITTED MONEY, TIME AND ENERGY TO MAKE LOUISVILLE'S WATERFRONT -- INCLUDING THE WATERFRONT PARK, THE BELVEDERE, THE WHARF AREA AND THE SURROUNDINGS -- ATTRACTIVE AND ACCESSIBLE.

IN THE 100TH CONGRESS, $400,000 WAS APPROPRIATED TO PLAN AND DESIGN IMPROVEMENTS ON THE LOUISVILLE WATERFRONT. WITH THE FUNDING WHICH YOU SO GRACIOUSLY PROVIDED, THE U.S. ARMY CORPS OF ENGINEERS HAS COMPLETED ARCHITECTURAL AND ENGINEERING WORK ON THE FIRST PHASE OF THE WATERFRONT PROJECT: THE BELVEDERE CONNECTOR.

MR. CHAIRMAN, OUR REQUEST FOR FISCAL YEAR 1991 IS FOR $3.5 MILLION FOR THE CONNECTOR, WHICH IS A SERIES OF STEPS, LANDINGS, RAMPS, PROMENADES, AND ELEVATORS WHICH WILL ALLOW THE PUBLIC TO MOVE DIRECTLY DOWN FROM THE BELVEDERE -- WHICH CANTILEVERS OUT OVER THE OHIO RIVER, THE SITE OF MANY PUBLIC EVENTS AND FESTIVALS -- TO THE WHARF WHICH RUNS ALONG THE OHIO.

THE RIVERBOAT "BELLE OF LOUISVILLE" AND THE DINNER-EXCURSION SHIP, THE "STAR OF LOUISVILLE", AND THE FLOATING RESTAURANT, THE ISLANDS, ARE DOCKED OR MOORED ALONG THE WHARF. LITERALLY THOUSANDS OF LOUISVILLE-AREA AND SOUTHERN INDIANA RESIDENTS AND TOURISTS FROM MANY STATES AVAIL THEMSELVES OF THE BELVEDERE AND WHARF. THE CITY OF LOUISVILLE SPENT APPROXIMATELY $3 MILLION JUST DURING 1988 TO EXTEND THE WHARF AND TO PROVIDE BETTER PUBLIC ACCESS TO THE RIVER.

FEDERAL FUNDS ARE NOW NEEDED FOR THE NEXT PHASE: CONNECTING THE BELVEDERE AND THE WHARF SO PEOPLE CAN GET COMFORTABLY AND CONVENIENTLY FROM THE ONE TO THE OTHER TO MAKE MAXIMUM USE OF THE WATERFRONT ATTRACTION AND ACTIVITIES.

MR. CHAIRMAN, I RESPECTFULLY ASK YOUR DISTINGUISHED SUBCOMMITTEE TO INCLUDE $3.5 MILLION IN FUNDING FOR THIS LOUISVILLE WATERFRONT PROJECT IN THE FISCAL YEAR 1991 ENERGY AND WATER APPROPRIATIONS BILL. I HAVE PROVIDED YOUR STAFF WITH APPROPRIATE LANGUAGE, AND I LOOK FORWARD TO WORKING WITH YOU AND YOUR STAFF ON THIS MATTER IN COMING DAYS AND WEEKS.

THANK YOU, AGAIN, FOR THE OPPORTUNITY TO TESTIFY. I WOULD BE HAPPY TO ANSWER ANY QUESTIONS.

DAVID L. ARMSTRONG
County Judge/Executive

JEFFERSON COUNTY, KENTUCKY
OFFICE OF THE COUNTY JUDGE/EXECUTIVE

Jefferson County
Courthouse
Louisville, KY 40202
(502)625-6161

March 27, 1990

The Honorable Tom Bevill
Chairman
Subcommittee on Energy & Water
Development Appropriations
2302 Rayburn Building
Washington, D.C. 20515

Dear Mr. Chairman:

Jefferson County is fully behind Congressman Mazzoli and his efforts to secure the $3.5 million required to construct the wharf to Belvedere connector so desperately needed for redevelopment of Louisville's waterfront.

Economic growth in both Louisville and Jefferson County is dependent on careful planning. Thanks to the Army Corps of Engineers, planning for the connector has been sensitive to the site and to the people who will use it to approach the river. We are appreciative of Congressional decision-making that helped fund the designs. We must now ask for your help to construct this project and realize a vision of waterfront access for the public.

Thank you for your consideration of Mr. Mazzoli's request for our community.

Sincerely,

David L. Armstrong
Jefferson County Judge/Executive

DLA/bw

An Equal Opportunity Employer

City of Louisville

JERRY E. ABRAMSON
MAYOR

OFFICE OF THE MAYOR
601 W. Jefferson Street • Louisville, KY 40202-2728
(502)625-3061

March 27, 1990

Honorable Tom Bevill
Chairman
Subcommittee on Energy & Water
Development Appropriations
2302 Rayburn Building
Washington, DC 20515

Dear Mr. Chairman:

The City of Louisville has committed substantial resources to redevelopment of our waterfront. Both the downtown master plan and the program for our waterfront plan emphatically address the need for pedestrian paths between downtown and the waterfront.

The "downtown core" is an area high in population density. We plan to increase the number of buildings in our core and the population engendered. From this core area there is but one optimal location for a path to allow the public waterfront access. A wharf to Belvedere connector would not only provide public access to the river's edge and restore a portion of Louisville's river heritage, but it would open an important connection between downtown and the economic growth we are encouraging along the river.

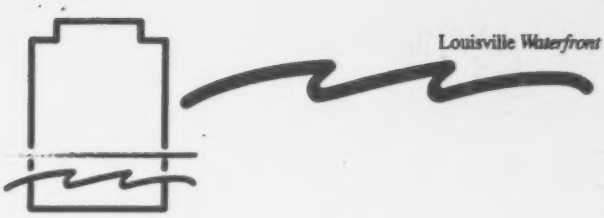
For these reasons, I ask your support of Congressman Mazzoli's efforts to obtain $3.5 million required to build a connector. The entire City looks forward to completion of the connector. Please let me know should you need additional information.

Sincerely,

Jerry E. Abramson
Mayor

mw

An Equal Opportunity Employer



Louisville *Waterfront* Development Corporation

March 27, 1990

Honorable Tom Bevill
Chairman
House Appropriations Subcommittee
on Energy and Water Development
2362 Rayburn Building
Washington, DC 20515

Dear Chairman Bevill:

The Waterfront Development Corporation strongly supports Congressman Mazzoli's efforts to provide pedestrian access from Louisville's Belvedere to the wharf. Success of our waterfront redevelopment is dependent on the public being able to get there. Since the Wharf to Belvedere Connector will be located between the downtown Core District and the primary waterfront redevelopment area, it will be the most significant improvement to public access planned on our waterfront.

Through an Army Corps of Engineers contract, cost of the connector has been estimated to be $3.5 million. We ask that you and the other members of the House Appropriations Subcommittee on Energy and Water Development support Mr. Mazzoli's request to provide this funding.

Thank you for your interest in gaining public access to our nation's waterfronts and for your attention to the need for access in Louisville, Kentucky.

Best regards,

David K. Karem
President/Executive Director

cc Congressman Romano Mazzoli
Mayor Jerry E. Abramson
Judge Dave Armstrong
A. Stevens Miles
Rebecca Bennett

River Road at Bingham Way
129 East River Road
Louisville, Kentucky 40202
(502) 625-3768

An authority of the City of Louisville, Jefferson County and the Commonwealth of Kentucky
An equal opportunity employer

Mr. MAZZOLI. I thank the chairman for having these included as part of the record.

Citizens of Louisville and Jefferson County have committed time, money and effort to make the Louisville Waterfront, which would include the Waterfront Park, something which is very nice and congenial for all the residents of Louisville and Southern Indiana.

We have plans for the Waterfront Park, at the Belvedere, which is currently in existence, the wharf area which has been quite a bit improved over the years, and the surrounding area, which is attracting quite a lot of commercial development.

In the 100th Congress, Mr. Chairman, through your beneficence, $400,000 was appropriated to plan and design improvements to the Waterfront. With that funding which your committee graciously provided, the U.S. Corps of Engineers has completed architectural and engineering work on the first phase of the Waterfront Project, and that first phase is what we call the Belvedere Connector.

Our request for fiscal year 1991 would be $3.5 million, which would complete the Connector, which is a series of promenades and levels and steps and arcades which lead from the Belvedere, which is cantilevered out over the Ohio down to the wharf area where we have the Belle of Louisville docked, the Star of Louisville, which is the dinner cruise ship, the Islands, which is the floating restaurant and night club, and where we, of course, have the Waterfront Park.

Federal funds, Mr. Chairman, are now needed for this next phase. As I said, you have provided money for the engineering and the design. Now would be the construction. I would ask your distinguished subcommittee to include this $3.5 million in funding for the Waterfront Project for fiscal year 1991 in your bill.

I provided staff with appropriate language and would certainly offer to work with you and your committee in any way possible to achieve this goal. Mr. Chairman, again I thank you for your help, not just this year, but really over the years. We appreciate it very much.

Mr. BEVILL. Very good.

Mr. NATCHER. Before presenting the next person to you, I just want you to know, we appreciate your staff, always kind, always considerate and able, Mr. Chairman. No subcommittee in the Congress has a better staff than you have on this subcommittee.

Mr. Chairman, I have wanted to say that for several years. We do appreciate it. I want you to know it.

Mr. BEVILL. I agree with you about our staff. We think we have the very best.

Mr. ROGERS. Mr. Chairman, before you do that, Mr. Chairman at 10:30 my Subcommittee on Appropriations is meeting in another building, and I have to leave. But I want the Chairman to know we all stand together.

Mr. BEVILL. Thank you very much for your testimony.

I am going to just need to step out to meet a group of people. I have already gone over Chris' statement, so I am going to hand the gavel over to Mr. Myers. I am going to be gone about two minutes.

Mr. NATCHER. Thank you, Mr. Chairman. At this time, Mr. Chairman, I present to you our friend and colleague, Chris Perkins.

Mr. MYERS. [Presiding.] We would be pleased to hear from Mr. Perkins, as we have for many years and his father before him.

Mr. PERKINS. Thank you, indeed, Mr. Chairman. I appreciate very much the assistance that this subcommittee has been to us over the course of the last number of years, and indeed without the assistance of this particular subcommittee and what they have provided in terms of monetary assistance for flood control, we would have seen much additional tragedy in the eastern Kentucky hills, and certainly it is my heart-felt thanks for all the assistance that has been provided to us for this important area in the past.

I would like to talk today just a little bit about some of the things that we still seem to need in eastern Kentucky. One of the things, of course, is a continuation of the Appalachian Regional Commission. We would like to see $150 million in additional funding for the Appalachian Regional Commission, because that program has proved to be so important to so many constituents, not just in my eastern Kentucky area, but throughout the 13-state area that it serves.

I would also like to talk about the finish-up, and that is a nice word to hear, at the Yatesville Lake. We only need about $250,000 at the Yatesville Lake finish up portions of the project. Water is going to be impounded on the Yatesville Lake this fall. Such things as roads, a little bit of clearing around the lake and some relatively minor activities associated with the finish-up of a late construction project need to be completed.

Now, as I mentioned, impoundment will begin in a few months, but Yatesville has already proved its effectiveness. On February 16, 1989, a flood reduction pool 41 feet deep was created. This obviously had an impact downstream. Another project that I think is extremely important in eastern Kentucky is the South Williamson Flood Protection Project, which was authorized under Public Law 96-367, Section 202.

It has been underway for several years now. It has been quite difficult to get this much needed project started. It consists of two parts: a flood wall and two nonstructural measures which include the flood-proofing of homes, as well as the moving of homes out of the flood plain where flood-proofing is not possible.

$11,299,000 is included in the budget request for both phases of this project. This is an adequate amount, although I would hope it might be possible to increase it.

Another area I would really like to talk about, which has had problems literally since the beginning of the commonwealth and before, is the Salyersville, Kentucky, cut-through. It is authorized by Public Law 99-662, section 402(e)(1).

It is in the final engineering and design phase. The local sponsor has signed the appropriate cost-sharing agreement, and the special project report for construction has been signed by the chief of the engineers. This was done sometime last fall.

$400,000 is needed to get this vital project going. The first flood protection proposal for Salyersville was made in 1913. Over the intervening decades a number of proposals have been made to eliminate the flooding in Salyersville.

A flood wall was proposed just prior to World War II, but the project was stopped as a result of World War II before any construction or land acquisition had begun.

Since that time, various proposals were looked at, and it has been determined that this channel relocation project is the most feasible alternative, and it is within the parameters of the authorization passed in 1986.

This is a small community with a lot of poor people, and it floods regularly. I would hope that the Subcommittee will be able to provide $400,000 for this project. The Hazard, Kentucky, flood protection project was authorized in 1988. Preliminary engineering funding was provided last year.

I would hope that the Subcommittee will be able to continue this project with $200,000 which is in the budget request. Hazard has periodic flooding problems with the latest flood occurring just last year.

In 1986 a study was authorized at Fishtrap Lake, a completed project, to determine the solution to the problem of people whose homes were not bought who live within the water shed of Fishtrap Lake.

The committee provided $80,000 last year to get this started, and there is a budget request of $171,000 for the next fiscal year to finish off this investigation. This is an ongoing, nagging problem which has been dragging on for years, and a solution needs to be determined.

Now, last year the committee provided funding for the first part of reconnaissance study for Jackson, Kentucky. Jackson has had flooding problems, and the purpose of this study is to determine the solution. $220,000 was in the budget request which should be sufficient to complete the reconnaissance study.

I have been informed by the Corps that they believe they will have a feasible solution which would require a separate authorization at an appropriate time in the future. The subject of the authorization, of course, would be addressed to the Public Works Committee.

This reconnaissance study at Jackson is authorized under the general authorization to the Kentucky River and tributaries.

$200,000 is needed for the design of a flood protection project on Beaver Creek in Floyd County, Kentucky.

It is authorized by Public Law 99-367, Section 202. A project in this area was contemplated and known as the Martin Locoal Protection Project and authorized by Public Law 89-298, and preliminary investigation was completed in 1974. For a variety of reasons the local sponsor was unable to go ahead.

However, there is renewed interest and a local commitment to go ahead because the lapse of time and the resulting changes in the hydrology, the design of this project will need to begin again. Additionally, there is a superceding authorization in P.L. 99-367.

West Liberty, Kentucky is a small community in Morgan County on the Licking River. This community has been flooded on a regular basis for decades. I request $200,000 for reconnaissance to determine the solution to the flooding such as occurred in December 1978, which was a flood record for West Liberty. This reconnaissance study is authorized under the general authorization for the Licking River and tributaries within Kentucky.

Those are the specific projects that I have within my district. Obviously I am interested in some things on the Ohio River for navi-

gation. Galipolis is terribly important in the long-term, I think, for the development of that area. I would urge the subcommittee to try to assist us in a continuation of that project.

The pre-construction engineering and design at McAlpine locks and dams, the second 1200-ft. lock, that is going to be something I think that is extremely important. Preliminary work has begun at the Uniontown locks and dams to complete the reconnaissance phase and initiate a feasibility phase study for a second 1200-ft. lock at Uniontown.

It is going to need about $350,000. We consider that to be of long-term importance for the region. I know that this subcommittee has to determine when they are trying to come to some sort of idea of what they are going to parcel out, but indeed I would hope you would look very closely at the requests that I have provided to the subcommittee because I assure you that the need is real, and we have got to do something about the continued flooding problems that we have in Eastern Kentucky.

I thank the committee for its kindness.

[The statement of Hon. Chris Perkins follows:]

TESTIMONY OF THE HONORABLE CARL C. PERKINS BEFORE THE SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT, COMMITTEE ON APPROPRIATIONS, U.S. HOUSE OF REPRESENTATIVES ON MARCH 28, 1990.

Mr. Chairman:

Thank you for the privilege of allowing me to appear before you to discuss the needs of the 7th District of Kentucky.

I'd like to thank the Subcommittee for its assistance to my area in the past years. Much has been accomplished but we continue to have problems with flood control. Additionally, improvements of navigation on the Ohio River have a tremendous impact on my area. Furthermore, I want to state that I hope that the Subcommittee will be able to continue its assistance to the Appalachian Regional Commission. I would hope that the Subcomittee will be able to appropriate a $150,000,000 or more for the Appalachian Regional Commission although I understand the constraints under which the Subcommittee operates.

Water will be impounded on Yatesville Lake this Fall. $250,000 is needed for the finish-up portions of this project; such things as roads, a little bit of clearing around the lake, and the various relatively minor activities associated with the finish-up of a lake construction project such as Yatesville. As I mentioned impoundment will begin in a few months but Yatesville has already proved its effec-

tivesness when on February 16, 1989, a flood reduction pool forty one feet deep was created. This obviously had an impact downstream.

The South Williamson flood protection project which is authorized under Public Law 96-367, Sec. 202, has been underway for a few years. It has been quite difficult to get this much needed project started. It consists of two parts: 1.-A flood wall and 2.-non-structural measures which include the flood proofing of homes as well as the moving of homes out of the flood plain where flood proofing is not possible. $11,299,000 is included in the budget request for both phases of this project. This is an adequate amount although I would hope it might be possible to increase it.

The Salyersville, KY, cut-through, which is authorized by Public Law 99-662, Sec. 402 (e) (1) is in the final engineering and design phase. The local sponsor has signed the appropriate cost sharing agreement and the special project report for construction has been signed by the Chief of Engineers. This was done sometime last Fall. $400,000 is needed to get this vital project going. The first flood protection proposal for Salyersville was made in 1913. Over the intervening decades a number of proposals have been made to eliminate the flooding in Salyersville. A flood wall was proposed just prior to World War II but the project was stopped as a result of World War II before any

construction or land acquisition had begun. Since that time various proposals were looked at but it has been determined that this channel relocation project is the most feasible alternative and is within the parameters of the authorization passed in 1986. This is a small community with many poor people and floods regularly. I would hope the Subcommittee will be able to provide $400,000 for this project.

The Hazard flood protection project was authorized in 1988. Preliminary engineering funding was provided last year. I would hope that the Subcommittee will be able to continue this project with the $200,000 which is in the budget request. Hazard has periodic flooding problems with the latest flood occurring last year.

In 1986 a study was authorized at Fishtrap Lake, a completed project, to determine a solution to the problem of people whose homes were not bought who live within the watershed of Fishtrap Lake. The Committee provided $80,000 last year to get this started and there is a budget request of $171,000 for the next fiscal year to finish off this project investigation. This is a nagging problem which has been dragging on for years and a solution needs to be determined.

Last year the Committee provided funding for the first part of the reconnaissance study for Jackson, KY. Jackson

has had flooding problems and the purpose of this study is to determine a solution. $220,000 was in the budget request which should be sufficient to complete the reconnaissance study. I'm informed by the Corps that they believe they will have a feasible solution which would require a separate authorization at an appropriate time in the future. The subject of the authorization of course would be addressed to Public Works Committee. This reconnaissance study is authorized under the General Authorization for the Kentucky River and tributaries.

$200,000 is needed for the design of a flood protection project on Beaver Creek, Floyd County, KY, and is authorized by Public Law 99-367, Sec. 202. A project in this area was contemplated and known as a Martin Local Protection Project and authorized by Public Law 89-298 and preliminary investigation was completed in 1974. For a variety of reasons the local sponsor was unable to go ahead. However, there is renewed interest and a local committment to go ahead. Because of the lapse of time and the resulting changes in hydrology, the design of this project would need to begin again. Additionally, there is a superceding authorization in P.L. 99-367.

West Liberty, KY, is a small community in Morgan County on the Licking River. This community has been flooded on a regular basis over decades. I request $200,000 for recon-

naissance to determine a solution to the flooding such as that which occurred in December, 1978, which is a flood of record for West Liberty. This reconnaissance study is authorized under the General Authorization for the Licking River and tributaries within Kentucky.

Before I close I want to mention navigation on the Ohio River. Eastern Kentucky is one of the largest shippers of coal on the Ohio River. Figures indicate that it may ship more coal than the entire state of West Virginia. Most recent figures indicate that Eastern Kentucky shipped over sixteen million tons of coal on the Ohio River and its tributaries. A good part of this came from the 7th District of Kentucky but some came from the 5th District represented by my colleague Hal Rogers. About three million tons from Eastern Kentucky went up river through Gallipolis. Over seven million tons went down river through McAlpine and also through Locks and Dams 52 and 53 which are to be replaced by Olmsted. Close to $500,000,000 of coal from Eastern Kentucky were shipped along the Ohio River. Also, from my area there were major shipments of petroleum products, industrial lime from Mason County, as well as many other products.

Gallipolis is under construction and as I understand it the construction on this is moving quite well. $46,300,000 is needed to continue construction for this important project. It was my pleasure to attend the ground breaking

for Gallipolis.

The pre-construction engineering design is underway for the Olmsted Locks and Dam which is to replace old Locks and Dams 52 and 53 at the mouth of the Ohio River. This Subcommittee has previously funded this project. Construction has been authorized. I hope it will be possible to accelerate this project with about $7,000,000, including within that $7,000,000 $400,000 for real estate acquisition.

$1,000,000 is needed for the pre-construction engineering and design at McAlpine Locks and Dam for the second twelve hundred foot Lock. The report recommending construction of this twelve hundred foot Lock is currently before the Board of Engineers for Rivers & Harbors from which a favorable recommendation is expected very shortly. It is hoped that it might be possible to get construction of this new Lock authorized during this year. Also, preliminary work has begun at Uniontown Locks and Dam to complete the reconnaissance phase and initiate feasibility phase study for a second twelve hundred foot Lock at Uniontown. It appears that about $450,000 would be needed to proceed on this project at full speed ahead.

I want to thank you for the privilege of appearing before you this morning. Each of these projects is extremely

important to the District I am priviliged to represent. Your understanding and help in the past are more than appreciated and I hope you will be able to favorably consider these requests to meet the needs of the people of Eastern Kentucky.

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Mr. MYERS. This committee has suffered, I will say, with your father, and now you, on Yatesville through the years, appropriating money and keeping it ongoing, and we are pleased they are going to be impounding water. So I think when you decide to have something down there, the committee would like to—I would like to—come down there and look at it and see what we finally have.

We have done our best to keep it on track, and we have had some problems, as you know, through the years, not with you or your father; I didn't mean to reflect that. But it has been something this committee has certainly lived with for a good many years.

Mr. PERKINS. The committee has more than lived with it. It has provided money for it when a number of administration figures had no desire to continue the funding.

Mr. MYERS. I used to kid your father. Is there any area down there bigger than a bath tub you don't have a dam on? He was very persuasive.

Mr. PERKINS. Yes, he was.

Mr. NATCHER. At this time I present our friend and colleague from the First District, Carroll Hubbard.

Mr. BEVILL. The Chair recognizes Mr. Hubbard. Delighted to have you with us.

Mr. HUBBARD. Thank you very much, Chairman Bevill, members of the subcommittee, my friend, John Myers, and other members of the subcommittee. Thank you for the opportunity for us from Kentucky to present our projects.

I sat here listening with interest to Congressman Chris Perkins' projects. My wife, Carol and I both grew up in eastern Kentucky. His father was our congressman years ago.

Mr. BEVILL. And a great one.

Mr. HUBBARD. And a great one. Hopefully you can fund those eastern Kentucky projects. Also allow me, please, to explain my being a little late this morning. The Subcommittee on Financial Institutions, chaired by Congressman Frank Annunzio, is having a hearing, and two of the witnesses are Kentuckians who I was to introduce.

That caused me to be late. Also, let me express our sincere appreciation to our friend and colleague from the neighboring second congressional district, the Honorable Bill Natcher, from Bowling Green, Kentucky, a very admired member of our Congress, for arranging this opportunity for the Kentucky delegation to appear before you this morning.

I realize the task before your subcommittee of determining the nation's priorities with regard to appropriations for water projects is serious and difficult, and I commend each of you for your efforts in this regard.

We are grateful to you for what you have provided in the past for the 24 counties of Kentucky's first congressional district, the far western part of the state. To give you just some brief background on why these programs are very important to the people of western Kentucky, let me start by saying that the inland waterway system provides an effective method of transporting industrial materials to and from western Kentucky.

Coal leaves western Kentucky, bound for the nation's industrial centers. Raw materials used by western Kentucky's manufacturers are often shipped to those manufacturers by water.

The economy of Western Kentucky is directly dependent upon maintaining, and, yes, even improving our inland waterway system. Secondly, and perhaps more important, is the fact that the threat of flooding along these waterways is an ever present danger. In some cases, not only does flooding represent a threat to property along these waterways, but there have been instances in the past where flooding has resulted in the loss of life.

In the past week, we have heard the reports of flooding in the South, particularly Alabama and Tennessee, and thus far we in Kentucky have been fortunate, but that has not been our feat in the past. In fact, Chris Perkins' district, the seventh district, and mine have both been hit hard by floods in the past.

The work being done by the U.S. Army Corps of Engineers is an effective means of addressing this problem. And finally, we depend upon our inland waterways for recreation and tourism. Not only do western Kentuckians enjoy the recreational benefits of Lake Barkley and other surrounding waterways, but we also benefit greatly from the fact that many people from surrounding areas travel to the region to enjoy boating, fishing, and camping.

The revenues generated by tourism also play an important role in western Kentucky's economy. I would mention that our district is bordered on the north by the Ohio River and on the West by the Mississippi River. Through the district come the Green, the Cumberland, and the Tennessee Rivers, and we are very proud to say also that the Tennessee Tombigbee waterway has its beginning in Paducah, Kentucky.

Let me take this chance to provide you with some specific information on several projects of interest to western Kentucky. The replacement of locks and dams 52 and 53 on the Ohio River near its junction with the Mississippi River is very important. In my prepared statement I list the reasons for that.

I am going to skip this, realizing you have given our delegation already 40 minutes of your time, but we ask you to please remember locks and dams 52 and 53. In tonnage per year, theirs is among the highest in the inland waterway system. The Olmstead project would result in a new high-lift dam with two 1200-ft. lock chambers. This new facility on the Ohio River, just west of Paducah, Kentucky, near and between Metropolis and Cairo, Illinois, would furnish the much needed capacity in contrast to the existing obsolete structures.

In past years I have had the opportunity to testify before your subcommittee, Mr. Chairman, in support of the Corps of Engineers' request of the Congress for funding for pre-construction engineering and design work which I am pleased to report was appropriated in the amount of $2.5 million for fiscal year 1989 and $3.8 million for fiscal year 1990.

For fiscal year 1991 the Corps of Engineers has requested $3,532,000 to continue this important pre-construction engineering and design work. I again emphasize the Olmstead locks and dam project which this subcommittee is very familiar with.

The Corps of Engineers is also requesting Congress to appropriate $250,000 to complete a navigational survey at the Uniontown locks and dams, Uniontown being in Union County, Kentucky on the Ohio River across from Illinois.

Because we must also concern ourselves with the safety of those involved in the shipping industry, which is very important to western Kentucky, I would also like to suggest that this subcommittee please give consideration to a measure being introduced today that will authorize the Corps of Engineers to undertake a project involving Bendway straightening on the lower Cumberland River below Barkley Canal. This project involves channel modifications at mile 3.5 and mile 28 of the lower Cumberland River below Barkley lock.

With regard to flood control, we in western Kentucky are very grateful to your subcommittee, yes, indeed, also to the Corps of Engineers for their assistance.

I respectfully ask the subcommittee to provide serious consideration to the Corps of Engineers' aforementioned projects for appropriations, as well as the Corps of Engineers requests for $109,875,000 for construction projects and $62,887,000 for operation and maintenance cost associated with channel improvement projects in Arkansas, Illinois, Kentucky, Louisiana, Mississippi, Missouri and Tennessee.

The Corps of Engineers' request for $4,786,000 for the operation and maintenance cost of Barkley Dam and Lake Barkley is critical in that these facilities have been significant in reducing the frequency of flooding in the Cumberland Valley, which in turn, lessens the frequency of flooding downstream.

As I mentioned, the Barkley Dam and Lake Barkley, I might add that Congressman Natcher was extremely influential years ago in our securing these two projects. The lock at Barkley Dam also handles thousands of vessels and millions of tons of cargo each year and more than 5.5 million people visit Lake Barkley annually to enjoy its many recreational opportunities.

In conclusion, Mr. Chairman and members of the subcommittee, I would like to thank you again for allowing us from Kentucky to present our projects to you. Thank you for your helpfulness in the past, and thank you in advance for your consideration and help for fiscal year 1991.

[The statement of Hon. Carroll Hubbard follows:]

STATEMENT OF

THE HONORABLE CARROLL HUBBARD, JR.

BEFORE THE

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

OF THE HOUSE COMMITTEE ON APPROPRIATIONS

MARCH 28, 1990

MR. CHAIRMAN AND MEMBERS OF THE SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT, THANK YOU FOR ALLOWING ME THIS OPPORTUNITY TO EXPRESS MY INTEREST ON BEHALF OF WATER PROJECTS IN OR DIRECTLY AFFECTING THE FIRST CONGRESSIONAL DISTRICT OF KENTUCKY.

BUT FIRST, PLEASE ALLOW ME THIS OPPORTUNITY TO EXPRESS MY SINCERE APPRECIATION TO MY COLLEAGUE FROM MY NEIGHBORING CONGRESSIONAL DISTRICT, THE HONORABLE BILL NATCHER OF KENTUCKY'S SECOND CONGRESSIONAL DISTRICT, FOR ARRANGING THIS OPPORTUNITY FOR THE KENTUCKY DELEGATION TO APPEAR BEFORE YOU THIS MORNING.

INDEED, THE TASK BEFORE THIS SUBCOMMITTEE OF DETERMINING THE NATION'S PRIORITIES WITH REGARD TO APPROPRIATIONS FOR WATER PROJECTS IS MOST SERIOUS AND VERY DIFFICULT, AND I COMMEND EACH OF YOU, MR. CHAIRMAN AND MEMBERS OF THE SUBCOMMITTEE, FOR YOUR EFFORTS IN THIS REGARD.

BUT TO GIVE YOU SOME BACKGROUND ON WHY THESE PROGRAMS ARE SO VERY IMPORTANT TO THE PEOPLE OF WESTERN KENTUCKY, LET ME START BY SAYING THAT THE INLAND WATERWAY SYSTEM PROVIDES AN EFFECTIVE METHOD OF TRANSPORTING INDUSTRIAL MATERIALS TO AND FROM WESTERN KENTUCKY. COAL LEAVES WESTERN KENTUCKY BOUND FOR THE NATION'S INDUSTRIAL CENTERS, AND RAW MATERIALS USED BY WESTERN KENTUCKY'S MANUFACTURERS ARE OFTEN SHIPPED TO THOSE MANUFACTURERS BY WATER. THEREFORE, THE ECONOMY OF WESTERN KENTUCKY IS DIRECTLY DEPENDENT UPON MAINTAINING, AND YES EVEN IMPROVING OUR INLAND WATERWAY SYSTEM.

SECONDLY, AND PERHAPS MORE IMPORTANT IS THE FACT THAT THE THREAT OF FLOODING ALONG THESE WATERWAYS IS AN EVER-PRESENT DANGER. IN SOME CASES, NOT ONLY DOES FLOODING REPRESENT A THREAT TO PROPERTY ALONG THESE WATERWAYS BUT THERE HAVE BEEN INSTANCES IN THE PAST WHERE FLOODING HAS RESULTED IN THE LOSS OF LIFE. IN THE PAST WEEK WE HAVE HEARD THE REPORTS OF FLOODING IN THE SOUTH, PARTICULARLY ALABAMA AND TENNESSEE AND THUS FAR WE IN KENTUCKY HAVE BEEN LUCKY, BUT PERHAPS I SHOULD PAUSE TO KNOCK WOOD. THE WORK BEING DONE BY THE U.S. ARMY CORPS OF ENGINEERS IS AN EFFECTIVE MEANS OF ADDRESSING THIS PROBLEM.

AND FINALLY, WE DEPEND UPON OUR INLAND WATERWAYS FOR RECREATION AND TOURISM. NOT ONLY DO WESTERN KENTUCKIANS ENJOY THE RECREATIONAL BENEFITS OF LAKE BARKLEY AND THE OTHER SURROUNDING WATERWAYS, BUT WE ALSO BENEFIT GREATLY FROM THE FACT THAT MANY PEOPLE FROM SURROUNDING AREAS TRAVEL TO THE LAKES' REGION TO ENJOY BOATING, FISHING AND CAMPING. THE REVENUES GENERATED BY TOURISM ALSO PLAY AN IMPORTANT ROLE IN WEST KENTUCKY'S ECONOMY.

PAGE THREE

NOW THAT I HAVE GIVEN YOU A GENERAL OVERVIEW OF WHY THESE PROJECTS ARE SO IMPORTANT TO THE PEOPLE OF WESTERN KENTUCKY, LET ME TAKE THIS CHANCE TO PROVIDE YOU WITH SPECIFIC INFORMATION ON SEVERAL PROJECTS WHICH I REGARD AS HAVING A HIGH PRIORITY.

OF PRIMARY CONCERN TO ME IS THE REPLACEMENT OF LOCKS AND DAM 52 AND 53 ON THE OHIO RIVER NEAR ITS JUNCTION WITH THE MISSISSIPPI RIVER.

TRAFFIC LEVELS AT LOCKS AND DAM 52 AND 53, IN TONNAGE PER YEAR, ARE AMONG THE HIGHEST IN THE INLAND WATERWAY SYSTEM. IN 1989, COMMERCIAL NAVIGATION ON THE LOWER OHIO RIVER WAS NINETY-TWO (92) MILLION TONS THROUGH LOCK 52 AND APPROXIMATELY EIGHTY-FIVE (85) MILLION TONS THROUGH LOCK 53.

THESE STRUCTURES ALLOW PASSAGE OF TRAFFIC WITHOUT LOCKAGE APPROXIMATELY SIXTY PERCENT OF THE YEAR AT LOCK 52 AND ABOUT NINETY PERCENT OF THE YEAR AT LOCK 53.

HOWEVER, BECAUSE THE CONSTRUCTION OF THESE IMPORTANT STRUCTURES OCCURRED SOME SIXTY YEARS AGO AND WITH THE STRATEGIC LOCATION OF THE LOCKS AND DAM, REPLACEMENT OF THE EXISTING STRUCTURES WITH A SINGLE NEW MECHANISM IS CRITICAL.

THE ARMY CORPS OF ENGINEERS HAS PROPOSED JUST THAT. THEY PROPOSE THAT THESE INSTALLATIONS BE REPLACED WITH A SINGLE FACILITY AT A NEW LOCATION AT OLMSTED, ILLINOIS, ACROSS THE OHIO RIVER FROM BALLARD COUNTY, KENTUCKY, WHICH IS IN MY CONGRESSIONAL DISTRICT.

THE OLMSTED PROJECT WOULD RESULT IN A NEW HIGH-LIFT DAM WITH TWO 1,200 FOOT LOCK CHAMBERS. THIS NEW FACILITY WOULD FURNISH THE MUCH NEEDED CAPACITY IN CONTRAST TO THE EXISTING OBSOLETE STRUCTURES.

IN PAST YEARS, I HAVE TESTIFIED BEFORE THIS SUBCOMMITTEE IN SUPPORT OF THE CORPS OF ENGINEERS' REQUEST OF THE CONGRESS FOR FUNDING FOR PRECONSTRUCTION ENGINEERING AND DESIGN WORK WHICH I AM PLEASED TO REPORT WAS APPROPRIATED IN THE AMOUNT OF TWO AND ONE-HALF MILLION DOLLARS ($2,500,000) FOR FISCAL YEAR 1989 AND THREE MILLION EIGHT HUNDRED THOUSAND DOLLARS ($3,800,000) FOR FISCAL YEAR 1990.

FOR FISCAL YEAR 1991, THE CORPS OF ENGINEERS HAS REQUESTED THREE MILLION FIVE HUNDRED THIRTY-TWO THOUSAND DOLLARS ($3,532,000) TO CONTINUE THIS IMPORTANT PRECONSTRUCTION ENGINEERING AND DESIGN WORK.

THE OLMSTED LOCKS AND DAM PROJECT IS LOCATED AT ONE OF THE MOST STRATEGIC POINTS OF THE NATION'S INLAND WATERWAY SYSTEM, AND I SUPPORT WITHOUT ANY RESERVATION WHATSOEVER THE CORPS OF ENGINEERS' REQUEST FOR CONTINUED FUNDING OF THIS PROJECT.

THE FISCAL YEAR 1991 CIVIL WORKS BUDGET FOR THE CORPS OF ENGINEERS INCLUDES, IN PART, ONE MILLION-EIGHT THOUSAND DOLLARS ($1,008,000) FOR NAVIGATIONAL SURVEYS ON THE CUMBERLAND AND TENNESSEE RIVERS, THIRTY-SIX MILLION AND FOUR-HUNDRED THIRTY-FIVE THOUSAND DOLLARS ($36,435,000) FOR OPERATION AND MAINTENANCE OF LOCKS AND DAMS LOCATED ON THE OHIO RIVER, ONE MILLION ONE HUNDRED NINETY-TWO THOUSAND DOLLARS ($1,192,000) FOR GENERAL INVESTIGATION NAVIGATIONAL SURVEYS AND FOUR MILLION, EIGHT HUNDRED FORTY-NINE THOUSAND DOLLARS ($4,849,000) FOR OPEN CHANNEL OPERATION AND MAINTENANCE COSTS ON THE OHIO RIVER AND FIVE HUNDRED THIRTEEN THOUSAND DOLLARS ($513,000) FOR OPERATION AND MAINTENANCE COSTS OF THE ELVIS STAHR HARBOR AT HICKMAN, KENTUCKY.

IN ADDITION, THE CORPS OF ENGINEERS IS REQUESTING CONGRESS TO APPROPRIATE TWO HUNDRED FIFTY THOUSAND DOLLARS ($250,000) TO COMPLETE A NAVIGATIONAL SURVEY AT THE UNIONTOWN LOCKS AND DAM.

AND BECAUSE WE MUST ALSO CONCERN OURSELVES WITH THE SAFETY OF THOSE INVOLVED IN THE SHIPPING INDUSTRY, I WOULD ALSO LIKE TO SUGGEST THAT THIS SUBCOMMITTEE GIVE CONSIDERATION TO A MEASURE WHICH I HAVE RECENTLY INTRODUCED THAT WILL AUTHORIZE THE CORPS OF ENGINEERS TO UNDERTAKE A PROJECT INVOLVING BENDWAY STRAIGHTENING ON THE LOWER CUMBERLAND RIVER BELOW BARKLEY CANAL. THIS PROJECT INVOLVES CHANNEL MODIFICATIONS AT MILE THREE POINT FIVE (3.5) AND MILE TWENTY-EIGHT (28) OF THE LOWER CUMBERLAND RIVER BELOW BARKLEY LOCK.

EACH OF THESE REQUESTS IS VITAL IN THAT THEY ENSURE THAT SHIPPING THROUGHOUT OUR INLAND WATERWAY SYSTEM CONTINUES SAFELY AND WITH A MINIMUM OF INTERRUPTIONS.

WITH REGARD TO FLOOD CONTROL, I WHOLEHEARTEDLY SUPPORT THE CORPS OF ENGINEERS' REQUEST OF CONGRESS FOR APPROPRIATIONS TO HELP COMBAT THIS SERIOUS PROBLEM.

AS SUCH, THE CORPS OF ENGINEERS HAS REQUESTED OF THE CONGRESS FOR FISCAL YEAR 1991, TWENTY MILLION THREE HUNDRED THOUSAND DOLLARS ($20,300,000) FOR CONSTRUCTION PROJECTS AND SIX MILLION NINE HUNDRED TWENTY-TWO THOUSAND DOLLARS ($6,922,000) FOR THE OPERATION AND MAINTENANCE COSTS OF LEVEES LOCATED ON THE MISSISSIPPI RIVER IN ARKANSAS, ILLINOIS, KENTUCKY, LOUISIANA, MISSISSIPPI, MISSOURI AND TENNESSEE.

BECAUSE OF THE IMPORTANCE OF FLOOD CONTROL, I RESPECTFULLY ASK THAT THE SUBCOMMITTEE PROVIDE SERIOUS CONSIDERATION TO THE CORPS OF ENGINEERS' AFOREMENTIONED REQUESTS FOR APPROPRIATIONS AS WELL AS THE CORPS OF ENGINEERS' REQUEST FOR ONE HUNDRED NINE MILLION EIGHT HUNDRED SEVENTY-FIVE THOUSAND DOLLARS ($109,875,000) FOR CONSTRUCTION PROJECTS AND SIXTY-TWO MILLION EIGHT HUNDRED EIGHTY-SEVEN DOLLARS ($62,887,000) FOR OPERATION AND MAINTENANCE COSTS ASSOCIATED WITH CHANNEL IMPROVEMENT PROJECTS IN ARKANSAS, ILLINOIS, KENTUCKY, LOUISIANA, MISSISSIPPI, MISSOURI AND TENNESSEE.

ONCE AGAIN, BECAUSE FLOOD CONTROL IS OF PRIMARY CONCERN TO MANY OF MY CONSTITUENTS WHO LIVE ALONG THE MANY RIVERS AND TRIBUTARIES IN WESTERN KENTUCKY, MR. CHAIRMAN AND MEMBERS OF THE SUBCOMMITTEE, I URGE THE SUBCOMMITTEE TO PLEASE PROVIDE EACH OF THESE REQUESTS FOR APPROPRIATIONS TO COMBAT FLOODING SERIOUS CONSIDERATION.

IN ADDITION, THE CORPS OF ENGINEERS' REQUEST FOR FOUR MILLION SEVEN HUNDRED EIGHTY-SIX THOUSAND DOLLARS ($4,786,000) FOR THE OPERATION AND MAINTENANCE COSTS OF BARKLEY DAM AND LAKE BARKLEY IS CRITICAL IN THAT THESE FACILITIES HAVE BEEN SIGNIFICANT IN REDUCING THE FREQUENCY OF FLOODING IN THE CUMBERLAND VALLEY WHICH IN TURN LESSENS THE FREQUENCY OF FLOODING DOWNSTREAM.

THE LOCK AT BARKLEY DAM ALSO HANDLES THOUSANDS OF VESSELS AND MILLIONS OF TONS OF CARGO EACH YEAR, AND MORE THAN FIVE POINT FIVE (5.5) MILLION PEOPLE VISIT LAKE BARKLEY ANNUALLY TO ENJOY ITS MANY RECREATIONAL OPPORTUNITIES.

PAGE SEVEN

IN CONCLUSION, MR. CHAIRMAN AND MEMBERS OF THE SUBCOMMITTEE, I WOULD LIKE TO AGAIN THANK YOU FOR ALLOWING ME AND THE OTHER MEMBERS OF THE KENTUCKY DELEGATION THE OPPORTUNITY TO APPEAR BEFORE YOU THIS MORNING TO EXPRESS OUR SUPPORT FOR WATER PROJECTS IN KENTUCKY.

IN PAST YEARS, I'VE STATED BEFORE THIS SUBCOMMITTEE ON NUMEROUS OCCASIONS THAT I SINCERELY BELIEVE THAT CONTINUED CONGRESSIONAL SUPPORT FOR DEVELOPMENT OF THE NATION'S WATER RESOURCES IS IN THE BEST INTEREST OF OUR COUNTRY.

THANK YOU.

Mr. NATCHER. Mr. Chairman, I ask unanimous consent that Senator Ford may have the right to file his statement at this point in the record. I will notify him today to send it on over, and we would appreciate that, and again in closing, Mr. Chairman, we want to thank you and your subcommittee.

You have been good to us all down through the years, and we want to thank you.

Mr. BEVILL. Yes, without objection, Senator Ford's statement will be in the record at this point.

[The statement of Senator Ford follows:]

WENDELL H. FORD
KENTUCKY

COMMITTEES:
COMMERCE, SCIENCE AND TRANSPORTATION
ENERGY AND NATURAL RESOURCES
RULES AND ADMINISTRATION

United States Senate
WASHINGTON, DC 20510

March 27, 1990

The Honorable Tom Bevill
Chairman, Subcommittee on
Energy and Water Development
Committee on Appropriations
U.S. House of Representatives
Washington, D.C. 20515

Dear Mr. Chairman:

I am writing in support of Kentucky's civil works projects for Fiscal Year 1991, and would like to thank Congressman Natcher for providing me the opportunity to comment before your Subcommittee on Energy and Water Development.

While I am strongly in favor of all requested Kentucky appropriations, I would like to single out for comment areas of greatest concern to me.

LOCKS AND DAMS 52 AND 53

Last year the Committees on Appropriations appropriated $3.8 million for continued planning and engineering for the Locks and Dams 52 and 53 replacement facility at Olmsted, Illinois. I am grateful for that. This year the budget request is for $3.532 million, again for PED, but an additional $400,000 is urgently needed to enable the Corps of Engineers to begin real estate acquisition.

You are aware of the importance of this project to barge traffic on the Ohio River system. In fact, the replacement facility is in an area that is the hub of our inland waterways -- the waterborne traffic of 26 states passes through the region. Forty percent of all traffic on the Ohio River system currently utilizes these aging locks.

The existing locks are neither structurally sound nor can they handle the projected levels of traffic, yet the Corps has estimated that traffic in the Olmsted area will grow nearly 40% faster than on the inland navigation system as a whole. Operation and maintenance of the 100-year old technology that was used on these 60-year old facilities is dangerous, time consuming and not at all cost-effective.

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It is estimated that $27 million would be needed to keep Locks and Dams 52 and 53 operative over the next few decades. Rather than having to spend even a portion of this money, we should earmark as much as possible to expedite completion of the project. In this regard, I urge that full funding for PED be appropriated, along with an additional $400,000 for land acquisition. I might add that the Corps has the capability to absorb more than the requested $3.5 million for PED and could utilize up to $3 million more, if the subcommittee were so inclined.

MC ALPINE LOCKS AND DAM

The Corps of Engineers has requested $1 million for preconstruction engineering and design of a project that will modernize McAlpine Locks in Louisville. The McAlpine locks and dam system is a vital component of the Ohio River transportation system, as it sits between two major transportation centers -- Pittsburgh upriver and the Mississippi downriver. A bottleneck at this point would disrupt barge traffic from the steel mills of Pennsylvania to the coal mines and farms of Kentucky. These industries and much more depend on the Ohio River for their commerce.

The current 600 foot lock at McAlpine will be almost 80 years old by the end of the century. The proposed construction project would extend this lock to match its sister 1200 foot lock and generally modernize the facility, which is no longer able to accommodate the volume of traffic it faces these days. Delays are commonplace now and congestion in the harbor will become unmanageable unless the project goes forward.

KENTUCKY LOCK AND LOWER CUMBERLAND BENDWAY WORK

Kentucky Lock and Dam

Barge traffic at Kentucky Lock on the Tennessee River has reached a critical point. The lock is now at 90% capacity and tows are experiencing waiting periods ranging from four to 36 hours. The budget request contains $1.008 million to complete the general investigation for a second lock at Kentucky Lock and Dam. This project is important to the future viability of a significant portion of our inland waterway system and we need to start taking a look at it now.

Lower Cumberland River

Until the Kentucky Lock and Dam has been modernized, the

only solution to the extreme congestion is to divert traffic to the lower Cumberland River. Unfortunately, the Cumberland cannot accomodate modern day 15-barge tows. The channel is narrow in some places and contains several 90-degree bends. Consequently, the Nashville District would like authority to widen the bendways at Miles 3 and 28, which are the most severe constraints to navigation on the lower Cumberland.

While the project is expected to cost $15 million over a period of five years, only $1 million is needed for FY91 with $3.5 million for each of the four years to follow. This sum would go toward initial engineering and design for bendway modification. Perhaps more imperative than the funding, however, is immediate authority to buy the real estate needed to straighten out the bendways.

The Commonwealth of Kentucky is supportive of this effort, as is the Kentucky and Tennessee barge industry. I sincerely hope the subcommittee will include funding for the bendway work in its FY91 bill, and give the Corps the authority to start with real estate acquisition.

HARLAN AND BARBOURVILLE FLOOD CONTROL PROJECTS

I can safely say that there is no Kentucky water project that is more in need of funding than those at Barbourville and Harlan. This subcommittee has been more than generous in the past, but funding is an issue again this year as, once more, the Administration has requested no money for either project.

It is my understanding that a total of $28 million is needed to proceed with these vital projects; I hope the subcommittee will be able to provide for them.

Barbourville

At Barbourville, $7.5 million is required to continue building the levee, award a second contract for the floodwall, and provide related non-structural protection. This amount is consistent with expressed capability for next year.

Harlan

Last year the Corps awarded a major diversion tunnel contract. Dirt has been turned, and the Corps is preparing for tunnel excavation. The tunnel project is central to providing flood control in Harlan, and $20.5 million is needed in FY91 to keep construction on schedule. If no additional funding is provided, the tunnel contract will have to be terminated, The

something that cannot be allowed to happen.

TENNESSEE VALLEY AUTHORITY

The Tennessee Valley Authority, a favorite target of the Reagan Administration, is also an object of cuts by the Bush Administration. TVA has suffered nine years of paralyzing budget proposals, including two years of zero budget requests. Thanks only to the intervention of this subcommittee, the agency is alive and well today. Under the FY91 request, TVA would receive $91.3 million, down from the $121 million appropriated by Congress last year. The net effect of such action would be the termination of TVA's valuable economic and rural development programs.

But closer to home for me is the effect such cuts will have on Land Between the Lakes, TVA's national recreation area. The new request cleanly and precisely eliminates LBL's operations budget, the very money so essential to keeping facilities open and operating for the public on a day-to-day basis. The FY91 request severs $2.3 million, money for the 50 to 60 people who operate LBL's recreation and education programs, and work to share the LBL experience with agencies across the country. The cut will do no less than close every visitor facility except for the campgrounds.

In an interesting wrinkle, while the proposed budget will cripple LBL for all uses but camping, it ensures that the closed facilities will be in good repair -- there is a $3 million increase in maintenance and improvement money. There is, therefore, the overall appearance of a healthy budget for LBL, but without manpower to operate the reservation, it is an empty promise.

I urge the subcommittee to restore full funding to the Tennessee Valley Authority.

APPALACHIAN REGIOANL COMMISSION

You have been asked by Dr. Lyman V. Ginger, Executive Director of Cardinal Hill Hospital in Lexington, Kentucky, to help establish a physical and medical rehabilitation project in Appalachia with Appalachian Regional Commission funds. His request for this extremely worthy cause is for a total cost of $9.2 million to purchase equipment and mobile units for, and remodel or construct ten satellite centers. Each center would provide outpatient treatment and services for persons who have suffered from a catastrophic event and who need special follow-on

treatment. Care and treatment would be avaiable to all of Appalachian Kentucky and parts of West Virginia, Ohio and Tennessee.

It is an innovative and low-budget way to provide badly-needed, non existent care to an almost neglected population, and I hope the subcommittee will be able to appropriate preliminary funding for it.

CENTRAL KENTUCKY FLOODING

Briefly, there are three non-controversial items in the budget request that I would like to single out because of their importance. Kentucky suffers from the extreme vagaries of Mother Nature; something must be done in Central Kentucky to defend against reoccurring flooding.

One such project, a long time in coming, is $152,000 for preconstruction engineering and design of the South Frankfort floodwall. The other two are reconnaissance studies, one of the Licking River -- $100,000; the other, of the Salt River Basin -- $225,000. Although modest in dollar amount, they mean much to the Commonwealth.

LOUISVILLE WATERFRONT PARK PROJECT

In the 100th Congress, $400,000 was appropriated to plan and design improvements on the Louisville waterfront. The Corps has now completed architectural and engineering work on the first phase of the project -- the Belvedere Connector.

Total investment in the project has thus far been $150 million. $3.8 million in non-Federal funding has been spent on the wharf area in particular, and now $3.5 million in federal money is being requested for construction of the connector.

The City of Louisville and Jefferson County have worked long and hard to revitalize this waterfront. It is an exciting endeavor, one that has garnered the support and enthusiastic participation of private, local, state and Federal entities. With the subcommittee's assent, this partnership will continue to flourish.

KENTUCKY RIVER LOCKS AND DAMS

The Corps of Engineers has determined that there is no longer a Federal interest in Locks and Dams 5 through 14 on the Kentucky River. Consequently, it is moving to divest itself of

the structures, having signed a memorandum of understanding with the Commonwealth of Kentucky in 1985 and having secured authorization for such divestiture in the Water Development Act of 1986.

There is a serious problem here, and it is that, while there are no longer navigation and flood control benefits to be derived from the locks and dams, they now provide the water supply for 600,000 people in central Kentucky. Furthermore, the structures are in such a condition of disrepair that the Commonwealth will have to do instant repairs worth several millions of dollars just to keep the structures from falling into the water. If any of those pools is lost, the consequences for half a million people will be immediate and dire -- no water.

The memorandum of understanding clearly commits the Corps to performing major maintenance. It is obvious to the most casual observer that major maintenance has not been done. The Commonwealth of Kentucky has been forced to file suit against the Corps in U.S. District Court, and I introduced legislation to see that proper maintenance -- maintenance as set forth in a legal contract, the MOU, is performed prior to the orderly transition of Locks and Dams 5 through 14 from the Corps of Engineers to the Commonwealth of Kentucky.

The legislation has been incorporated by Senator Moynihan in the omnibus water projects authorization bill he introduced on February 27. Terming it "additional management guidance" that is "non-controversial and important for the continued operating effectiveness of the Corps," Mr. Moynihan asks for $3.5 million in order for the Corps to comply with the terms of the memorandum of understanding.

I respectfully and urgently ask that the subcommittee appropriate $3.5 million for the purpose of repairing the structures in question, and direct the Corps to use the money for that precise purpose. Background information is enclosed, including a copy of the memorandum of understanding and a rationale provided by the Commonwealth of Kentucky of the need for $3.5 million. Please do not hesitate to call me if further documentation is needed.

With deep appreciation for your interest in Kentucky, I am

Sincerely,

Wendell Ford

Enclosures

memory chips. U.S. computer makers, the members said, are becoming too dependent on Japanese suppliers of such parts. They argued that if Japanese firms are allowed to control the industry—and reap huge profits—these same firms will be able to make increasing inroads into computer markets where Americans still dominate.

But several leading U.S. computer makers—among them Apple Computer Inc. and Sun Microsystems Inc.—have declined to join U.S Memories.

One reason, industry observers speculated, is because of the growing internationalization of the electronics industry, a trend that is occurring at the same time that many are calling for cooperative nationalistic actions.

As these firms form tighter relationships with Japanese suppliers, they may not want to offend these suppliers by joining groups that only take American members. Sun Microsystems, for example, has extensive customer and supplier relationships with Fujitsu Ltd. of Japan.

The reticent U.S. firms also may be unwilling to take on a substantial financial risk to secure U.S. suppliers when their foreign sources seem plenty capable of handling the job.

These computer makers may have "struck so many bargain with firms overseas that the idea of drawing national boundaries to define who their collaborators are is not a conceivable option anymore," said Richard Samuels, a Japan specialist at the Massachusetts Institute of Technology.

The trend is a double-edged sword: "It restrains aggressive behavior against the U.S.," Samuels said, but "it creates dependence on others who may not share your visions . . . and it may not improve the welfare of Americans."

The semiconductor-makers themselves are tying up more overseas arrangements. Both Texas Instruments Inc. and Motorola Inc. have engaged in key techology-sharing arrangements with Japanese firms, for example.

The tensions between globalism and nationalism also became apparent earlier this month when makers of U.S. semiconductors said they were working with the Europeans and Japanese to secure a rule as suppliers to their emerging HDTV industries. The move raises questions about where the loyalties of U.S. semiconductor makers would rest if foreign firms tried to establish an HDTV beachhead in this country.

All the while, the industry continues to look to Washington for help in tax, trade and research matters. Today a panel of industry and government leaders will propose reviving a consumer electronics industry by forming a multibillion-dollar capital pool with some sort of federal support.

And recently, chip industry insiders have been probing Washington to see whether the government would be inclined to block a rumored Japanese purchase of a key semiconductor-equipment unit of Perkin-Elmer Corp. of Norwalk, Conn.

Even International Business Machines Corps., whose $60 billion in sales make it by far the largest U.S. computer producer, is turning to other firms and the government for help.

Saying it is spending hundreds of millions of dollars to develop a new way to inscribe microscopic circuits for use in making semiconductors, a process called X-ray lithography, the company has said it can't support the technology alone. So far, it has attracted Motorola into its fold and has secured some Pentagon funding.

Many such pleas land at the doorstep of the Defense Advanced Research Projects Agency (DARPA), an arm of the Pentagon that for 31 years quietly funded research projects in companies and universities. Though its budget is relatively small—it represents about 3 percent of Pentagon spending on research and testing—its programs have had considerable impact on advancing military and civilian computer technologies.

With its support of HDTV research, DARPA this year leaped into the limelight—thereby generating much of the technology policy debate now enveloping Washington.

As the agency moves forward, even exploring the possibility of getting financial paybacks from the commercial use of the technologies it supports, it has received a word of caution from a Senate subcommittee.

DARPA, the defense appropriations panel said, "is embarking upon relatively uncharted waters."●

● Mr. HEINZ. Mr. President, I am pleased to add my name as cosponsor of this bill introduced by the Senator from Missouri [Mr. DANFORTH]. The bill would amend the 1980 Stevenson-Wydler Technology Innovation Act to further enhance the competitiveness of American industry.

There is no question our competitiveness could use some enhancement. American industries have faced increasing foreign competition, in large part from Japan, since 1980. In consumer electronics, for example, only 40 percent of U.S. consumption is produced in this country. Japan, in contrast, produces more than twice what it consumes domestically. Foreign-owned firms control nearly 90 percent of the U.S. television market. In computers, our surplus has declined steadily since 1980, and currently we produce only 5 percent more than we consume. In electronic components—semiconductors, resistors, capacitors, et cetera—we became a net importer in 1982. What is particularly distressing in these sectors is the demonstrated ability of Japanese firms to catch up and pass United States firms while spending significantly less capital on R&D, plants, and equipment. The continuation of this trend poses profound dangers not just for our economic viability but for our ability to achieve our political objectives around the world. If we are economically weak, we cannot be politically strong. Clearly, we need to do a better job of making sure critical U.S. industries maintain their competitiveness.

The bill attempts to do that by applying the current national trade estimate concept embodied in the last two trade acts to the question of domestic industrial competitiveness. Specifically, the bill would require the Secretary of Commerce to compile annually a list of industries and industrial sectors which are critical to maintaining our economic and global security and which are also beneficiaries of foreign government assistance that enhance their competitiveness. The report would focus on, but is not limited to, industries that involve the use and development of advanced technology, research, and innovation.

This will accomplish two things. It will require the Commerce Department to make some important judgments as to what is critical to our economic survival. Some may call that industrial policy, but the simple act of identifying what is important can only be considered a basic function of Government. If we don't know what we ought to care about, we cannot make intelligent policy choices.

Second, the bill will require our Government to monitor closely what both we and others are doing to assist and encourage critical industries to remain globally competitive. That is an essential step in assessing our own relative competitiveness, as well as an effective means of compiling information about deviations from market principles in other countries.

Trying to increase Government sensitivity to the competitiveness problem is an important step in the right direction. To further enhance the usefulness of the proposal, however, I would suggest a further level of detail in the report; namely the inclusion of a list of product lines, industries, and markets which are related to the sectors and markets identified as critical and earnings which are essential to those sectors or industries in sustaining necessary levels of research and development. This enhancement is necessary to get a clear picture of exactly what is critical to our industrial infrastructure, because, in a highly integrated economy like ours, industries do not simply exist in isolation. For example, in the case of high definition television, EDTV, criticality is defined not simply by its end product—a more sophisticated television set—although end product viability is an essential element since it attracts investment and, in turn, produces profits for future R&D. But it is also defined by the many other sectors that will utilise the flat screen display technology or integrated circuits developed for HDTV. A narrow definition risks missing both these equally important related sectors, and it risks ignoring the accurate road map to understanding how foreign governments create and maintain competitiveness in the same sectors.

Mr. President, the importance of this bill in helping us establish a competitiveness profile for ourselves and our trading partners cannot be underestimated. I hope all Senators will support it, along with the addition I will propose at the appropriate time.●

By Mr. FORD:

S. 1968. A bill to amend the Water Development Act of 1986; to the Committee on Environment and Public Works.

AMENDING THE WATER DEVELOPMENT ACT OF 1986

Mr. FORD. Mr. President, the U.S. Army Corps of Engineers has made the determination that there is no longer a Federal interest in locks and dams 5 through 14 on the Kentucky River. Consequently, it is moving to

divest itself of the structures, having signed a memorandum of understanding with the Commonwealth of Kentucky in 1985 and having secured authorization for such divestiture in the Wate Development Act of 1986.

The orderly transition of operation and maintenance responsibility of locks and dams 5 through 14 was to occur on October 15, 1988, according to the memorandum of understanding. Because the transition was to occur in the first year of the administration of Gov. Wallace Wilkinson, he asked the Kentucky congressional delegation to help secure a year's delay so that the State might find funding for the facilities' upkeep and become familiar with the technical details of operation and maintenance.

Unfortunately, the Commonwealth of Kentucky has found it necessary to file suit against the corps of Engineers. The problem, Mr. President, is that, while there are no longer navigation and flood control benefits to be derived from the Kentucky River locks and dams 5 through 14, they now provide the water supply for 600,000 people in central Kentucky. Furthermore, the structures are in such a condition of disrepair that the Commonwealth will have to do instant repairs worth several millions of dollars just to keep the structures from falling into the water. If any of those pools lost, the consequences for half a million people will be immediate and dire—in other words, no water.

The memorandum of understanding clearly commits the Corps of Engineers to performing major maintenance as well as routine maintenance. Major maintenance is defined in section 3(bx2) as "that activity necessary to restore operational adequacy or structural integrity in situations such as those here listed: * * * Failure or imminent threat of failure of major L/D components such as: dam, gates, walls." And section 4(h), entitled "Corps Responsibilities," states that "The corps will be responsible for major maintenance. * * *" It is obvious to the most casual observer that major maintenance has not been done.

This is why the Commonwealth of Kentucky has been forced to file suit in U.S. district court and is why I introduce legislation today concurrently with my colleague from the Sixth District of Kentucky, Congressman LARRY HOPKINS, to see that proper maintenance—maintenance as set forth in a legal contract, is performed prior to the orderly transition of locks and dams 5 through 14 from the Corps of Engineers to Kentucky. I have already discussed my legislation with the Committee on Environment and Public Works and I am hopeful that it will be adopted by the full Senate during the second session of the 101st Congress.

Mr. President, the thrust of this legislation is the least that should be done for the people of central Kentucky. For over 100 years they have been dependent upon these locks and dams for their water supply, only to find that the rug is about to be pulled out from under them, that the very existence of the structures is in peril. Understandably, the Commonwealth of Kentucky does not have in its inventory the engineering expertise to repair the structure, must less the money to do so.

The untimate authority to which we look in this Nation is the Federal Government. If it cannot be relief upon to keep its trust, we have nothing.

I ask unanimous consent that the text of the bill and a copy of the memorandum of understanding between the Commonwealth of Kentucky and the Crops of Engineers be printed in the RECORD.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

S. 1988

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Army shall not proceed with the divestiture of Locks and Dams 5 through 14 of the Kentucky River, Kentucky, pursuant to Section 301(a) of the Water Development Act of 1986 (P.L. 99-662) until such time as he has complied with the terms of the Memorandum of Understanding between the United States Army Corps of Engineers and the Commonwealth of Kentucky as approved by the Louisville District Engineer on February 23, 1985.

MEMORANDUM OF UNDERSTANDING BETWEEN THE UNITED STATES ARMY CORPS OF ENGINEERS AND THE COMMONWEALTH OF KENTUCKY

Subject: Operation and Maintenance of Kentucky River Locks and Dams Nos. 5 Through 14.

1. PURPOSE

The purpose of this Memorandum of Understanding (hereinafter referred to as "MOU") is to establish general relations and procedures under which the Commonwealth of Kentucky (hereinafter referred to as the "State") and the U.S. Army Corps of Engineers (hereinafter referred to as the "Corps") will (1) implement a lease agreement for renewed operation and maintenance of Locks and Dams 5 through 14 on the Kentucky River, (2) define the support role and maintenance obligation of the Corps, and (3) determine the respective rights, duties and responsibilities of the State and the Corps, pending proposed divestiture by the United States.

2. DEFINITIONS

For the purpose of this MOU, the following terms are defined:

a. "Transition Period" means the period beginning when this MOU is signed, and ending 15 October 1988, or upon the transfer of fee title to the State if such event occurs on or before 15 October 1988.

b. "Navigation Maintenance" is the work required to protect, repair, or replace the system as constructed, modified, or rehabilitated. Navigation maintenance is further categorized as follows:

(1) "Routine Maintenance" is that activity necessary to prevent premature failure of project components, or to restore operational capability of project components in situations such as those here listed: Lubrication of moving parts; electrical or hydraulic repairs; mowing, painting, or grounds maintenance; building repairs; repair/replacement of ancillary lock equipment such as drills, drill stands, and rackbars; maintenance of access roadways; concrete patching; maintenance of utilities; water, wastewater, fuel, electricity; esplanade maintenance and repair; "stripping" of locks during high water conditions; washing and cleaning of locks following high water conditions; flushing of locks to remove silt deposits; posting and maintaining safety/danger signs; and drift removal in upper approach and gate recesses.

(2) "Major Maintenance" is that activity necessary to restore operational adequacy or structural integrity in situations such as those here listed: Gate leaf rehabilitation; timber replacement; valve repairs involving diving or dewatering; failure or imminent threat of failure of major L/D components such as: dam, gates, walls; and extensive refacing of lock walls.

(3) "Channel Maintenance" is that work required to maintain the necessary river channel dimensions; it includes channel snagging and buoy placement and maintenance.

3. CORRESPONDENCE

a. Correspondence of a policy forming nature, or which states the legal/philosophical position of either party hereto, will be exchanged between the offices of the Secretary of the Kentucky Natural Resources and Environmental Protection Cabinet and the District Engineer, Louisville District, U.S. Army Corps of Engineers, Louisville, Kentucky.

b. Correspondence of a routine nature will be exchanged between any office or personnel of the Natural Resources and Environmental Protection Cabinet, as designated by the Secretary of said Cabinet, and such personnel of the Real Estate, Operations, or Engineering Divisions of the Corps, as the District Engineer designates.

4. CORPS RESPONSIBILITIES

a. The Corps will have responsibility for performing one-time maintenance and repairs as may be necessary to make Kentucky River Locks and Dams Nos. 5 through 14 (hereinafter referred to as the Facilities) operational, or in operating order. "Operational" and in "operating order" shall consist of the conditions which the Corps would normally establish as necessary for safe operation and use of the said Facilities for navigation, subject, however, to availability of funds. Dredging will be performed in and around the Locks 5 through 14, and in the channel as necessary so as to establish a channel suitable for pleasure boat transit. Snagging will be performed only in the main channel of the Kentucky River as required to make said channel useable.

b. Corps personnel will train State personnel in the proper use of the equipment needed to operate and maintain the Facilities, and will render such other advice and consultation as State personnel may require regarding utilization and maintenance of the said Facilities. As a part of the proposed training of State personnel, the Corps will provide a work area in the Louisville District Office, together with such supplies and equipment as may be needed to provide the requisite amount of training, in addition to necessary field training at one or more of the Facilities. The Corps will not permanently station any government employee at the locks for training or operational purposes.

c. The Corps will operate and maintain Locks and Dams Nos. 1 through 4 on the Kentucky River, under the same terms and conditions as it has in the past, subject to availability of funds. It shall be necessary, at times, to temporarily close Locks 1

through 4 to all navigation for periods of time needed to perform routine maintenance, major maintenance and channel maintenance.

d. The Corps will assemble, from available records, data concerning annual costs of maintaining the Facilities for the period from 1969 to date, and shall provide this information to the State.

e. The Corps will continue to maintain and sell to the public, navigation charts for the Kentucky River Locks and Dams 8 through 14 during the transition period. Maintenance of these navigational charts by the Corps will cease at the end of the transition period or upon transfer of title to the Facilities, whichever occurs first.

f. The Corps will provide engineering assistance (investigation, design, and estimates) for Locks and Dams 8 through 14 during the transition period. After transfer of title to the State, these services will continue to be available on a reimbursable basis if the State elects to use them.

g. To the extent that the law and regulations may permit, the Corps will make every effort to have title to the Facilities vested in the State, and in accordance with the State's plan and/or implementation schedule. The transfer contemplated will include the fee simple title to all lands, structures, locks, dams, operating equipment, buoys, safety equipment and appurtenances, subject to encumbrances of record and all leases, licenses, easements or permits granted by the Corps at Locks and Dams 8 through 14.

h. The Corps will be responsible for major maintenance and channel maintenance for Locks and Dams 8 through 14 until 15 October 1988. From 15 October 1988 to 15 October 1988, the Corps will be responsible only for major maintenance of Locks and Dams 8 through 8.

i. The Government shall not be responsible or liable for injuries to persons or damage to property when such injuries or damages are caused by or result from the State's operation and maintenance of the facilities and are not due to the negligence of the Government.

5. STATE RESPONSIBILITIES

a. The State will demonstrate its interest in acquiring ownership of the Facilities by making a good faith effort to bring about enactment of legislation and appropriations needed to (1) accept the fee simple title to all lands, structures, locks, dams, operating equipment, buoys, safety equipment and appurtenances in accordance with paragraph 4g above and (2) operate and maintain the Facilities during the transition period.

b. After initial restoration of electrical service by the Corps, the State will be responsible for maintaining utilities at Locks 8 through 14 and shall pay all utility bills incident to operation and maintenance of the Facilities.

c. The State will perform all routine maintenance on Locks and Dams 8 through 14 for the transition period. From 15 October 1988 to 15 October 1988, the State will be responsible for all channel maintenance and also for major maintenance on Locks and Dams 9 through 14.

6. LEASE AGREEMENT

The Corps and the State shall negotiate a lease agreement for the purpose of establishing conditions of use, said lease to be effective during the transition period or until the lease is terminated or revoked. Execution of the lease on behalf of the Government by the Secretary of the Army will be delayed approximately 60 to 90 days while the proposal instrument is forwarded and reviewed through Department of the Army channels.

7. FERC LICENSES

The Facilities are subject to present and/or future licenses, if any, granted by the Federal Energy Regulatory Commission ("FERC") for study and/or construction of hydroelectric power generating facilities and appurtenant uses. The State and the Corps will cooperate with the Federal Energy Regulatory Commission in the performance of that agency's mission during the period that Locks and Dams 8 through 14 are federally-owned facilities.

8. MODIFICATIONS

New or revised Federal or State legislation or policy directives covering the subject matter of this MOU may necessitate changes to this agreement.

a. Necessary modifications to this Memorandum of Understanding may be initiated by representatives of either the Corps or the State. Any such modification shall be reduced to writing and made a Supplemental Agreement hereto.

b. Modification will be submitted for consideration and acceptance by the same level of authority as executed the original MOU.

9. EFFECTIVE DATE

This agreement will take effect upon execution by authorized representatives of the State and the Corps.

10. TERMINATION

This MOU will terminate on 15 October 1988 unless earlier termination is agreed to by the parties. Either party retains the right to unilaterally withdraw from this agreement, effective 30 days after providing formal notice to do so, signed by a duly authorized representative of the MOU's signatories.

Approved this 22nd day of February 1985.

DWAYNE G. LEE,
Colonel, Corps of Engineers District Engineer.
CHARLOTTE E. BALDWIN,
Secretary, Natural Resources and Environmental Protection Cabinet.

By Mr. McCONNELL:

S. 1973. A bill to establish the Kentucky National Wildlife Refuge; to the Committee on Environment and Public Works.

ESTABLISHMENT OF THE KENTUCKY NATIONAL WILDLIFE REFUGE

Mr. McCONNELL. Mr. President, I rise today to introduce a bill authorizing and directing the Secretary of the Interior to establish a new national wildlife refuge in my home State of Kentucky.

Mr. President, the National Wildlife Refuge System was begun in 1903 under President Theodore Roosevelt. the system is the world's largest collection of lands managed specifically for wild animals. The National Wildlife Refuge System includes over 450 refuges in 49 States, encompassing more than 90 million acres of this Nation's best wildlife habitats.

This system of wildlife refuges plays a vital role in preserving endangered and threatened species of animals and birds. For many of these creatures, having a habitat secured within a refuge is the difference between survival and extinction. National wildlife refuges also conserve habitat for plants and many species of resident mammals, fish, insects, amphibians, and reptiles. Refuges also provide a habitat for wintering and migrating waterfowl. Finally, many of these refuges provide excellent recreational and educational opportunities, including hunting, fishing, bird-watching and photography.

Mr. President, the National Wildlife Refuge System is indeed a great U.S. resource. However, in the opinion of this Senator, the system contains one serious flaw. While there are one or more national wildlife refuges in each of 49 States, my State of Kentucky does not yet have one.

The bill I am introducing today will rectify this situation. Under my will, approximately 10,000 acres of land in Carlisle County in western Kentucky will be approved for purposes of creating the Kentucky National Wildlife Refuge. The land has already been studied and designated ideal for this purpose by the Kentucky Department of fish & Wildlife Resources and the Federal Fish and Wildlife Service.

Federal and State fish and wildlife biologists have examined the site and consider it key to meeting the habitat goals presented in the North American waterfowl plan. The site is strategically located in a region heavily utilized by migrating and wintering waterfowl, including mallard, blue-winged teal, and wood ducks. The location and geographical nature of the site enable it to provide habitat types and sanctuary needs not currently available in western Kentucky.

This project has the support of State and local officials and of sportsman and nature enthusiasts around the State.

Mr. President, setting this land aside as a refuge will produce obvious benefits for Carlisle County and for Kentucky. The Kentucky National Wildlife Refuge will provide excellent recreational and educational opportunities for the citizens of Kentucky, economic opportunities for the residents of Carlisle County, and secure habitat for the diverse wildlife of the region.

At the same time, setting aside this land as a refuge will also signal the commitment of the United States to maintaining and preserving open lands and wildlife.

I thank my Senate colleagues in advance for their assistance to my State in obtaining its first national wildlife refuge and for their commitment to the National Wildlife Refuge System. I ask that a copy of this legislation appear in the RECORD.

There being no objection, the bill was ordered to be printed in the RECORD, as follows:

S. 1973

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

FINDINGS AND PURPOSE

SECTION 1. The Congress finds that—

(1) thousands of acres of bottomland hardwoods are being cleared each year in the Mississippi River Delta;

(2) these forested wetlands represent one of the most valuable and productive wildlife habitat types in the United States;

CARL H. BRADLEY
SECRETARY

WALLACE G. WILKINSON
GOVERNOR

COMMONWEALTH OF KENTUCKY
NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION CABINET
DEPARTMENT FOR NATURAL RESOURCES
ROBERT F. KNARR
COMMISSIONER
FRANKFORT, KENTUCKY 40601

February 23, 1990

Ms. Jane Matthias
Legislative Assistant
Office of U. S. Senator Wendall H. Ford
Senate Office Building
Washington, DC 20510

Dear Ms. Matthias:

In response to your recent request, I have attached a sheet listing the estimated costs of work that needs to be done immediately at Kentucky River Locks and Dams 5 through 14.

The costs are divided into three categories: major maintenance, routine maintenance, and safety and improvements. Under the terms of the Memorandum of Understanding, major maintenance is a Corps responsibility and routine maintenance is a State responsibility. The estimated costs are taken from page 1-7 of the attached Report by C. J. Fuller Consulting Engineers.

If you need additional information about the Locks and Dams, please let me know.

Sincerely,

R. F. Knarr

RFK/db

Attachments

AN EQUAL OPPORTUNITY EMPLOYER M/F/H

KENTUCKY RIVER LOCKS & DAMS 5 - 14

The C. J. Fuller Consulting Engineers Report summarizes the costs for improvement items and major and routine maintenance as follows:

Lock & Dam	Major Maintenance	Routine Maintenance	Safety & Improvements	Total
5	$ 1,555,000	$ 2,760	$ 35,200	$ 1,592,960
6	881,250	2,240	132,600	1,016,090
7	90,000	10,730	35,600	136,330
8	130,000	1,635	254,050	385,685
TOTAL 5-8	$ 2,656,250	$ 17,365	$ 457,450	
9	$ 233,000	$ 38,970	$ 95,500	367,470
10	0	3,170	37,370	40,540
11	21,250	3,870	33,550	58,670
12	113,000	2,675	33,660	149,335
13	580,000	11,970	39,500	631,470
14	0	109,075	33,150	142,225
TOTAL 9-14	$ 947,250	$169,730	$ 272,730	
Total Project 5 thru 14	$ 3,603,500	$187,095	$ 730,180	$ 4,520,775

CHAPTER 1

FORWARD

The Kentucky River Lock and Dam System Numbers 5 thru 14 create that portion of the Kentucky River Navigational System no longer used primarily for commerce and whose Locks and Dams may soon be owned and maintained by the Commonwealth of Kentucky. Ownership responsibilities of this system may be transferred from the U.S. Army Corps of Engineers to the Commonwealth in accordance with a Memorandum of Understanding (M.O.U.) executed between the parties on the 22nd day of February 1985 and a subsequent agreement extending the Memorandum of Understanding one additional year to 15 October 1989.

Shortly after this Memorandum of Understanding was made the Commonwealth of Kentucky, Finance and Administration Cabinet, under Contract #P5863060 dated 24 September 1985, authorized production of a report entitled "Engineering Survey, Kentucky River Locks and Dams" by Daugherty & Trautwein, Inc. This report described in detail the condition of the Locks and Dams mentioned in the Memorandum of Understanding as well as rehabilitation costs for needed repairs, minor and major maintenance, historical information, Lock and Dam usage data; et cetera. In order to fully understand the study update which follows, reference must first be made to the 1985 study and the Memorandum of Understanding mentioned above.

This report, entitled "Kentucky River Study 1989 Update", is intended to update portions of the 1985 Study to show the current condition of the Locks and Dams Numbers 5 thru 14, conditions that may have changed since the 1985 survey as a result of natural wear and tear, maintenance operations or the lack thereof, any remedial construction of the facilities or the like. This study update will deal primarily with Lock and Dam Structures, their operational safety and the amount of "major maintenance" required to bring the facilities to a stable state

of "operational adequacy or structural integrity" as defined in the Memorandum of Understanding. Recommendations for "routine maintenance", also defined by the Memorandum of Understanding will be made. Desirable safety features and other warranted improvements will be proposed. Excluded from this update are navigational system histories, usage studies, evaluations of accessory appurtenances, et cetera that were part of the 1985 Study. These items are not relevant to the Memorandum of Understanding; however, they were an essential part of the 1985 Studies' premise that the pools created by the Dams must be maintained in a "high state of repair" because of local water supplies and that "the locks must also continue to be functional if for no other purpose than to facilitate movement of work barges for ongoing Dam repair and/or reconstruction". This survey update adopts this premise and assumes that no cost effective alternate access for dam maintenance was found in the 1985 Study. After adopting this premise this study update found no reason to disagree with or delay the dam replacement schedule proposed in the 1985 study; however, the major and routine maintenance recommendations made herein merely identify work that should have taken place in the interim between the 1985 Study and Fall 1989 date of this update survey.

GENERAL ABSTRACT

The Kentucky River Survey 1989 Update is intended to revise and make current information found in the 1985 Survey entitled "Kentucky River Rehabilitation Study for Locks and Dams 5 through 14" concerning the operational safety and state of repair of the Locks and Dams. Recommendations for major maintenance will also be made based on the purpose of the Lock and Dam System stated in the 1985 Survey, primarily the perpetuation of the pools created by the system of Dams.

This survey will concentrate on the oldest four of the ten Locks and Dams studied. These Locks and Dams, numbers 5, 6, 7, and 8, vary in age from 148 to 90 years, however, the feature setting them apart from the rest of the system upstream is that the Dams are concrete caps and spillways founded on rock filled timber cribbing which has shown obvious and significant signs of failure. The Lock chambers are constructed of wet stone masonry. The auxiliary Dams at L/D #9 and 10 are also founded on timber cribbing (circa 1905); however, they have shown no significant signs of failure. The remaining Lock and Dam Numbers 9 thru 14 have been in existence since 1903 to 1917. The design of these structures is markedly different from those first described. These Locks and Dams are generally more stable concrete monoliths founded on bedrock.

Generally speaking, with the exception of Lock Number 12, the Lock and Dam Numbers 9 thru 14 are in much better overall condition than those four mentioned downstream.

The rehabilitation program called for in the 1985 Study has, to some small extent, been initiated by the Corps of Engineers as evidenced by the Corps of Engineers Work reports since 1985 and associated areas of improvement found during this study update. However, many areas of concern identified in the 1985 Study and in the update as "Failed" and in need of attention have not actually collapsed (i.e. failed catastrophically) and as a result

have not been corrected by the Corps of Engineers as the Memorandum of Understanding requires.

The information gathered as a result of this study update generally supports the premise, conclusions and recommendations proposed by the 1985 Study. This update describes the status of existing conditions, clarifies or at least identifies the proposed major maintenance items remaining to be addressed with respect to the Memorandum of Understanding. and offers an estimated construction cost for each item.

Costs for improvement items and items of Major and Routine Maintenance, as defined in the Memorandum of Understanding and determined by this and the 1985 study, are summarized as follows:

Lock & Dam	Major Maintenance	Routine Maintenance	Safety & Improvements
5	$ 1,555,000	$ 2,760	$ 35,200
6	881,250	2,240	132,600
7	90,000	10,730	35,600
8	130,000	1,635	254,050
TOTAL 5-8	$ 2,656,250	$ 17,365	$ 457,450
9	$ 233,000	$ 38,970	$ 95,500
10	0	3,170	37,370
11	21,250	3,870	33,550
12	113,000	2,675	33,660
13	580,000	11,970	39,500
14	0	109,075	33,150
TOTAL 9-14	$ 947,250	$169,730	$ 272,730
Total Project 5 thru 14	$ 3,603,500	$187,095	$ 730,180

Mr. BEVILL. We appreciate you and your delegation. You make one of the very finest presentations, and we have a lot of respect for you and the entire Kentucky delegation. So you are great to work with, and we appreciate you.

Mr. HUBBARD. We in Western Kentucky realize that you and Chairman Natcher and Chairman Whitten were very, very helpful in the Tombigbee—very helpful indeed in getting us that project.

Mr. BEVILL. Thank you. We will plead guilty to that.

Mr. NATCHER. With honor.

Mr. BEVILL. The tonnage is increasing every year without any question, and it is moving right along, as you know. As you say, you are right there at the beginning of the waterway.

Mr. HUBBARD. We claim it is the beginning. Perhaps those from Louisiana claim it is the end, but we claim it to be the beginning.

Mr. NATCHER. Mr. Chairman, thank you very much.

Mr. MYERS. I have a question I would like to ask.

Mr. BEVILL. Mr. Myers, please go ahead.

Mr. MYERS. Mr. Hubbard, I'd like to talk to you about Locks and Dams 52 and 53—replacing them with Olmstead. This committee has certainly been supportive of that through the years. It hasn't moved as rapidly as I think some of us anticipated. I have a question whether that money is needed for continued PED. It seems like it has gone on longer than it should have.

You made a statement that I didn't realize—that at Lock 52, 60 percent of the year tonnage goes through without lockage, and I believe you said 90 percent at Lock 53 did not require lockage. I am sure that is a right statement, but I was not aware that they could go through those.

Was that the reason there has been a delay—that there just isn't the sense of urgency for this replacement for these two locks?

Mr. HUBBARD. We believe there is a sense of urgency, and your comments are understood. There has been more delay than we anticipated, and hopefully we can move forward regarding that project even more so this year.

Mr. MYERS. But if at Lock 53, if 90 percent of the time the tows went through without having to be locked through—the water was sufficient—and 60 percent of the time at Lock 52, that means that there isn't a sense of urgency that I thought there was.

Mr. HUBBARD. Well, I am sure the Corps of Engineers and other witnesses from Western Kentucky's barge industry and towing industry, who realize the importance of these projects, would emphasize there is a need.

Mr. MYERS. I think it has to be replaced just because of age if nothing else, but the sense of urgency is what I am raising here, maybe there might not be the sense of urgency that I always felt about replacing them.

Mr. HUBBARD. Well, to be frank about it, the operations continue successfully, but because of the age of the Locks and Dams 52 and 53, there is an ongoing need for replacement.

Mr. MYERS. Since we have such limited funds, as you are well aware, and as all of us who serve on this Appropriations Committee know, maybe the money should be spent some place else, and we should keep this in mind when we are ready to go on it.

This is what we have to decide here to prioritize our needs.

Mr. HUBBARD. Hopefully you would be willing to visit with representatives from the U.S. Army Corps of Engineers and the towing and barge industry from that area to urge——

Mr. MYERS. They have never shown the sense of urgency I have always felt about it. The shippers we have out of Indiana tell me there is a problem at Olmstead, and I have agreed with them.

I share the Chairman's view that Mr. Natcher always brings a united Kentucky front here, and being from Indiana, I wish we had it. Maybe we would be more successful in Indiana and we would be talking about navigation on the Wabash if we were invited, but we certainly do admire you, and you have been very successful because you do have that solidarity, if I may use that term.

It is certainly noticed by this committee. I think you are one of the best, if not the best, in the country of having your entire delegation solidly behind what you know is best for not only Kentucky but for the country.

Thank you for that.

Mr. BEVILL. Thank you.

WEDNESDAY, MARCH 28, 1990

FLORIDA PROJECTS

WITNESSES

HON. CHARLES E. BENNETT, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA

HON. DANTE B. FASCELL, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA

HON. C. W. BILL YOUNG, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA

HON. WILLIAM LEHMAN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA

HON. ANDY IRELAND, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA

HON. EARL HUTTO, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA

HON. BILL NELSON, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA

HON. CLAY SHAW, A REPRESENTATIVE IN CONGRESS FORM THE STATE OF FLORIDA

HON. TOM LEWIS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA

HON. LAWRENCE J. SMITH, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA

HON. PORTER J. GOSS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA

DALE TWACHTMANN, SECRETARY, FLORIDA DEPARTMENT OF ENVIRONMENTAL REGULATION

Mr. BEVILL. We are a few minutes ahead of schedule. Chairman Bennett has not arrived yet, but if you will, Mr. Twachtmann, we will let you begin. When Mr. Bennett arrives, we will recognize him.

Mr. TWACHTMANN. Well, good morning, Mr. Chairman. I am Dale Twachtmann. I am the Secretary of the Department of Envi-

ronmental Regulation of the State of Florida, and you and us have sort of been on the same side in our little Apalachicola and Flint, and so I have heard your name.

I am glad we are together on that one. I would appreciate your push on the study. That is a side line. I have been hearing your name so often.

Mr. BEVILL. That is an important side line. There is a lot of concern about that. The Corps of Engineers Director of Civil Works, General Pat Kelly, testified here that the normal procedure in this type situation that has always been followed, is to get the three governors the information they need and let them sit down and work out an equitable solution for everybody. And, of course, we all hope that is what they can do.

Mr. TWACHTMANN. Well, we have a little group of the three of us who on the Secretarial level who try to work together, and so I have been sitting with the Alabama folks, as well as the Georgia folks, and so if you give us some instructions we will do our best, but I appreciate your push on the big study. That is what we needed.

Mr. BEVILL. The big study is going to really give you the details. Not only that study, but there will be another study, which I call the "second opinion"—like we get when the doctor tells us we need surgery.

The TVA and Oakridge National Laboratory are working together on a separate study. They are very sophisticated in water quality, and have much experience in that field, so I think we are going to get the three Governors the information they will need so that they can work this out.

Mr. TWACHTMANN. We will certainly do our part. We appreciate your help. As you know, we have a united presentation in Florida, as well. Each year we put together a book of all of our projects, and it is my pleasure, then, to come here and say on behalf of the whole State of Florida this is our presentation, and it almost always works out that you treat us very kindly, and we have a lot of people.

We have a lot of things happening to us. We are sometimes startled ourselves as to what is happening to us. We now are the fourth largest state, finding that a little hard to believe some days, and we still have, you know, 800 new citizens arriving every day.

All of that is just beyond comprehension sometimes, but in the last couple of decades, for sure, we have spent a lot of our own money as well, and I tell you that every year, but I think it is the kind of thing you want to know, that we are doing our part as well as coming here and asking, so as we continue to grow and it looks like the growth keeps coming.

We just hope that Congress will continue to support our needs. Some of the highlights of what is in that book are, of course, the central and southern Florida flood control project, and one of the big parts of that now are that we are deeply into water quality problems of all kinds down there, and those water quality problems, as you know, and as the United States has reminded us by even filing suit is that those water quality problems have to be solved.

We are all anxious to solve them, but it does mean that things change in that central and southern Florida project through years and we have to move the water around in different ways than we had in the past, so we have to protect the Everglades National Park.

We have been anxious to do that. We will continue to be anxious to do that. The other thing that is related to all that and a big push in Florida this year and something we have worked very hard on and the Governor has worked hard on is the matter of the Kissimmee River restoration.

Some of that has been going on. It has been a very critical matter to work out, once you build something and then want to unbuild it is a little bit hard to do.

We know all of the complications of that. There are $6 million already been put toward beginning that. The south Florida water management district worked on methods to do it. We are about to go into the experimental way how to do it, past the first experimental part, but into the real part of how to do it.

We are suggesting that this particular budget that we are talking about here have another $6 million in it, but Governor Martinez has put $12 million of our own money as well, again in there for the land acquisition side of it for lands that have to be reflooded to go back into marsh, so we are again trying to do our own part there and match up well.

Mr. BEVILL. Let me interrupt just a minute. I notice that our good friend and colleague, Congressman Bennett, has arrived.

Chairman Bennett, I asked Mr. Twachtmann just to come on. We got finished a little bit early with the preceding testimony, and though he was reluctant to start until you got here, I insisted that we move on.

Mr. BENNETT. You did the right thing.

Mr. BEVILL. We were early. You are on time. Just come right on up to the table if you will, and we will continue.

Mr. BENNETT. Okay. All right.

Mr. TWACHTMANN. I will just finish up. Did you want me to just finish, Mr. Congressman?

I am sure they are going to say far more articulately what I try to say, but Shark River Slough is another part of that Everglades National Park expansion which you folks helped us with last year, and there is some work there that has to be done to change some structures.

There is a request there for $7.5 million on that. Next big issue, of course, in Florida is navigation. We have in our current request funds for eight different port projects and for navigational pass problems, and then the Miami River cleanup.

Miami River is sort of an interesting place. If we get the channel dredged out, we will get a lot of water quality problems solved, too, because it is sort of full of gunk down there, and we hope to get that done, but I suppose the other major thing that makes us different in Florida is this whole business of coastal erosion.

We have it all around the state. I am sure that the rest of the United States doesn't feel too sorry for us when we worry about our beaches, but we do worry about them because that is what makes it pretty for everybody to come to Florida.

We need the economic advantages that come from that, and we have probably one-fourth of our mileage of beaches in some stress from erosion, so you will find in our book, as usual, some beach erosion projects that we certainly need help with.

Again, we do our own part on that strongly, and we will continue to do that. I am always pleased that we are not cheap about bringing out our own money. We do do good things environmentally and in the public works world with our own money, but we are delighted for the help we have from you and the relationship we have with you. So with that, Mr. Chairman, now that Congressman Bennett and the others are here, I am very honored that I get this privilege every year to represent the State of Florida and present our particular united front and appreciate the opportunity to speak.

[The statement of Mr. Twachtmann follows:]

PRESENTATION

TO

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

COMMITTEE ON APPROPRIATIONS

U.S. HOUSE OF REPRESENTATIVES

STATE OF FLORIDA

FY 1991 PROGRAM OF PUBLIC WORKS

DALE TWACHTMANN

SECRETARY

FLORIDA DEPARTMENT OF ENVIRONMENTAL REGULATION

March 28, 1990

Good morning, Mr. Chairman and members of the Subcommittee. My name is Dale Twachtmann, Secretary of the Florida Department of Environmental Regulation. Today, I am pleased to present to you Florida's Fiscal Year 1991 Program for Water Resources Development. We strongly support this program, which is a request for appropriations of 107 million dollars for 46 studies and projects. I am submitting, along with my prepared remarks, a booklet containing project descriptions, justifications and costs.

Before I begin my specific remarks about Florida's FY 91 program, I must express our sincere appreciation to the Subcommittee, to the Florida Delegation, and to Congress as a whole, for previous Florida water resource appropriations. It has made a big difference to Florida. We depend heavily on the flood control, navigation, and beach erosion control work that you authorize and fund and that the Army Corps of Engineers so diligently constructs and maintains.

This has been true for over a hundred years in Florida. Today, we have a population of 12.5 million people and have become the fourth largest state. Our need for proper water resource management is significantly inceased as we handle the demands of over one thousand new residents each day and almost 40 million visitors each year. Our diverse water resources, combined with a warm subtropical climate, continue to be major attractions for both visitors and new residents, but they also place new burdens on us.

In its effort to protect and conserve what we have, Florida has been a national leader in water resource management. We are heavily involved in traditional water resource projects, but also have sponsored innovative programs. For example, we have been active in the acquisition of floodplains and beaches and beach access and we have an outstanding wetlands protection program. Over the last two decades, Florida has invested 750 million dollars in the purchase of two million acres of natural areas. We will invest over a billion dollars more in the next decade. Most of these acquisitions are for special lands that are most vital to the State's water resources.

Clearly, strong protection and wise management of our water resources are in the best interest of our state and our nation. As Florida grows, it is our hope that Congress and the Corps will continue support for our needs.

Individual Projects

Now we present some of the highlights in the FY 91 program request. Instead of giving you a lot of facts and figures, I will discuss just a few of the more important and innovative projects and studies proposed for FY 91. The details on each project are contained in the program booklet we submitted.

Flood Damage Prevention and Water Supply

Under the category of "Flood Damage Prevention and Water Supply", funding is needed for one of the nation's largest and most complex water management systems: the Central and Southern Florida Flood Control Project. Recent trends in water quality underscore the need for State and Federal participation in the management of Lake Okeechobee and the entire south Florida water system. Without wise management, Lake Okeechobee (one of our country's largest lakes) could have its water quality so impaired that it could seriously affect its outstanding recreational and water supply functions. Further deterioration of Lake Okeechobee could also damage the special wetlands ecosystem of the entire southern portion of Florida, including the Everglades. The Central and Southern Florida Flood Control Project also provides flood and hurricane protection, as well as important agricultural water supply.

Included in the Central and Southern Florida Flood Control Project again this year is the Kissimmee River Restoration Project. The restoration of the Kissimmee River to its former meandering path and the reflooding of former flood plains will go far toward improving the water quality of the river and Lake Okeechobee. The Kissimmee River as it exist now is a conduit for excessive pollutants and nutrients to flow unrestricted to Lake Okeechobee causing serious water quality problems. Reflooding of old flood plains will cause much of the nutrient load to be assimilated by the resulting wetlands. Additionally, wading bird habitat will be greatly increased as will habitat for fish and other species. It has been shown by the demonstration project that these benefits will occur. So far you have appropriated over 6 million dollars to the Corps for this project We are asking for 6 million dollars this year to continue this massive restoration project. The State has committed millions of dollars to purchase channel easements and floodplains which will be reflooded. Governor Martinez has asked for 12 million dollars in the current state budget for this project. In short, the state has invested millions in this project and is committed to spend much more. We respectfully request continued federal support to help with this project which is vitally important in restoring water quality in the River and Lake Okeechobee.

Regarding the Shark River Slough restoration effort, we strongly support the President's budget request of $7.5 million. This will fund modifications of existing water control structures within the Central and Southern Florida Project resulting in improved hydrology of heavily stressed Everglades National Park. This funding could be provided through either the Department of Interior or the Army Civil Works budget. Regardless of the method chosen, Congress should insure that funding is available for the Corps of Engineers to proceed as authorized under the recently enacted Everglades National Park expansion (Public Law 101-229).

Another major component of the Central and Southern Florida Project, the Upper St. Johns River Project, is a non-structural flood control project which is now being implemented. The project will reduce flood damages and increase water supplies, while improving the natural environment through wetlands enhancement. This is one of those Florida projects with a local cost share much higher than usual. Approximately seventy-five percent (75%) of the $107 million project cost will be assumed by the local sponsor.

Navigation

Ports are extremely important to Florida. We have fourteen deep water ports, which include some of the nation's busiest. Import and export traffic helps to diversify our economy. Our FY 91 request would fund studies at some ports and construction at others. Our current request includes funds for eight port projects, four navigational passes and the Miami River Cleanup Project. The Miami River Project proposes to dredge polluted bottom sediments from the river. This will help to correct water quality problems which have developed over many years. In the Water Resource Development Act of 1986 you authorized the Corps of Engineers to remove the sediments. In December,1989, the Corps of Engineers completed a Draft Feasibility Report which recommended no action toward cleanup of the Miami River except for what will be accomplished through routine maintenance dredging of the navigation channel. We certainly appreciate what will be cleaned up through maintenance dredging. However, we encourage your support for the Corps to work with us toward cleaning up that portion of the River which lies outside of the navigation channel.

Beach Erosion Control

Beaches are, by far, the largest attraction for the 40 million people who visit Florida each year. We have 800 miles of sandy beaches in Florida. About 218 miles of those beaches are experiencing severe erosion. The ability to help control that erosion is critical to Florida's beaches and to much of our economic base.

Florida has been doing a great deal on its own. We have committed over 250 million dollars to purchase many miles of coastline. Additionally, over 105 million dollars have been invested by the State since 1965 on beach restoration and preservation efforts. In 1987, the State initiated a Comprehensive Beach Management Program. Since that time, over 15 million dollars for beach preservation and restoration have been appropriated on an annual basis. Additionally, local governments have committed and spent considerable sums to match state and federal dollars in these efforts. Most of these are local cost-share funds for Federal projects. Your continued assistance in this partnership is very important.

Environmental Restoration and Enhancement

Restoration and enhancement of water resources in Florida is a vitally important as our economy and quality of life are dependent on maintaining the environment that we have. One of our major goals is to broaden the scope of Federal participation to include studies and projects that address the need for restoration and enhancement of certain problem areas. For FY 91 we have included the Biscayne Bay Survey Review which will study cumulative environmental impacts to Biscayne Bay caused by previously authorized projects. Also included is the Lower Hillsborough River Water Quality Enhancement Study which proposes to study the effects of periodic dredging of polluted sediments on water quality. The State looks forward to working with the Army Corps of Engineers regarding these studies and encourages the Subcommittee to provide funding for them.

Conclusion

We affirm the State of Florida's committment to water resources development as outlined in our program booklet and look forward to working with the Congress to achieve these goals.

Notice of Revision

The Kissimmee River Restoration Project description, located on page 5 of the program book, should be revised as follows:

This project, located in Highlands, Okeechobee, Osceola, and Polk Counties, covers construction of Part I: Kissimmee River Restoration of the Level II Backfilling Plan. Part I involves backfilling three to five miles of the canal in the central reach of the river. This will be the first step towards backfilling a continuous 25 to 30 mile section of the canal and will restore approximately 8500 acres of floodplain wetlands. Part I will be monitored and evaluated before subsequent work is scheduled. FY 91 funding request is for $6,000,000.

Fiscal Year 1991

PUBLIC WORKS PROGRAM

Navigation - Flood Damage Prevention - Shore Protection
Environmental Restoration & Enhancement

Department of Environmental Regulation
Statement of the State of Florida
to the
Committees on Appropriations
United States Congress

Florida Department of Environmental Regulation
Twin Towers Office Bldg. ● 2600 Blair Stone Road ● Tallahassee, Florida 32399-2400
Bob Martinez, Governor Dale Twachtmann, Secretary John Shearer, Assistant Secretary

March 9, 1990

Honorable J. Bennett Johnston, Chairman
Energy and Water Development Appropriation Subcommittee
U. S. Senate
Washington, DC 20510

Dear Senator Johnston:

We have enclosed the State of Florida's Fiscal Year 1991 Program of Public Works. This document contains the unified program of public works projects and studies that are consistent with the State's goals and objectives.

For FY 1991, we received 60 public works applications. All were circulated for review and comment through the State's clearinghouse of state and regional agencies. Summarized in this booklet are 46 projects and studies which are recommended for federal funding.

We appreciate support in past years for the operation and maintenance, study, and construction of public works in Florida. We look forward to working with you on the FY 1991 request.

Sincerely,

Dale Twachtmann

Dale Twachtmann
Secretary

DT/jb

Enclosure

Recycled Paper

Florida Department of Environmental Regulation
Twin Towers Office Bldg. ● 2600 Blair Stone Road ● Tallahassee, Florida 32399-2400
Bob Martinez, Governor Dale Twachtmann, Secretary John Shearer, Assistant Secretary

March 9, 1990

Honorable Tom Bevill, Chairman
Energy and Water Development Appropriation Committee
U. S. House of Representatives
Washington, DC 20515

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Sincerely,

Dale Twachtmann

Dale Twachtmann
Secretary

DT/jb

Enclosure

Recycled Paper

LOCATION MAP
FY 91
PUBLIC WORKS PROGRAM

STATE OF FLORIDA

FY 1991 PUBLIC WORKS PROGRAM

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*The cost figure of $9,800,000 is included with the Central and Southern Florida Flood Control Project.

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INTRODUCTION

This document presents the FY 1991 unified program of Public Works studies and projects that have been determined to conform with the goals and objectives of the State of Florida. As provided in Chapter 373, Florida Statutes, the Department of Environmental Regulation (DER) is directed to select those water resource projects that provide for the "public welfare and interest of the people of the state as required for the proper development, use, conservation, and protection of the waters of the state." After selection, these projects are presented to the appropriate Federal agencies and the Congressional Appropriation Committees.

The State's annual public works program begins each February with the Water Resources Development Conference. Following the conference, proposals are evaluated through the State and Regional Intergovernmental Coordination and Review Process. The scope of this review includes technical adequacy and completeness, as well as general conformance with applicable State and regional goals, policies, and objectives. The results of this review are carefully evaluated. Each study and project submitted is considered for inclusion in the State's program.

Projects are grouped into four categories: Flood Damage Prevention, Navigation, Shore Protection, and Environmental Restoration and Enhancement. Estimates of cost are derived from local sponsors and the Army Corps of Engineers. The descriptive narrative and proposed benefits statements included in this booklet are developed using data provided by local sponsors, the Army Corps of Engineers, DER staff, and other sources.

A Department recommendation for funding does not indicate the granting of any applicable permits at either the State or Federal level. In most instances, some form of permit must be obtained, unless waived through a separate process, and the securing of these permits remains a responsibility of the local sponsor.

FLOOD DAMAGE PREVENTION

1. Central and Southern Florida Flood Control Project
2. Four River Basins Project
3. Lake Apopka Basin Management Review
4. Oklawaha River Basin/L212 Review
5. St. Johns River Water Quality
6. Upper St. Johns Project

FLOOD DAMAGE PREVENTION

Central and Southern Florida Flood Control Project

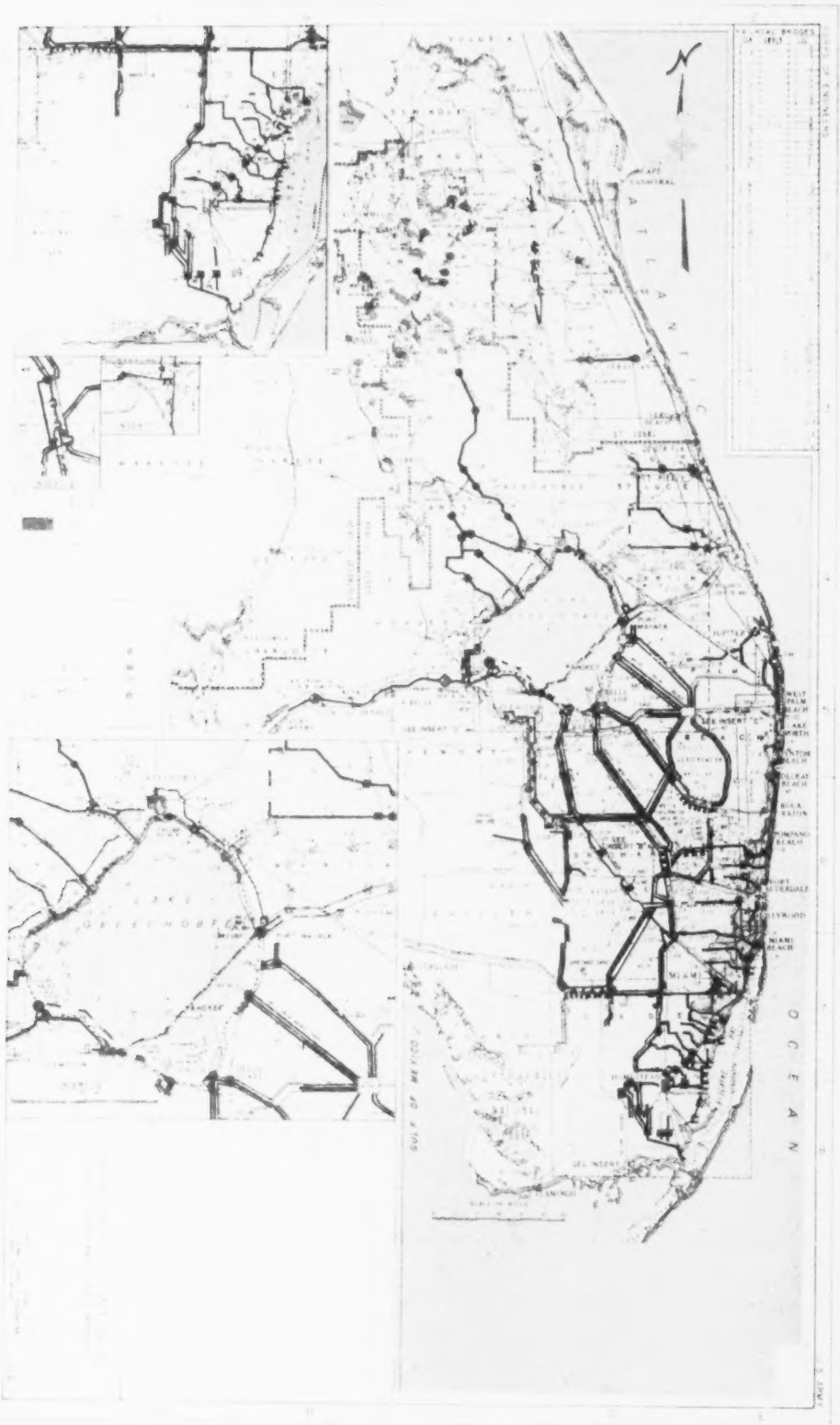
Four River Basins Project

Lake Apopka Basin Management Review

Oklawaha River Basin/L212 Review

St. Johns River Water Quality

Upper St. Johns Project


N
OCEAN
GULF OF MEXICO
MIAMI
MIAMI BEACH

Central and Southern Florida Flood Control Project

Sponsor: South Florida Water Management District

Type Application: Study, PE&D, Construction

County: 16 County Area

Estimated Federal Cost	$930,000,000
Estimated Non Federal Cost	537,000,000
Federal Funds Through FY 90	352,385,000
Non Federal Funds Through FY 90	56,465,000
State of Florida Request for FY 91	* 35,292,000

History/Description

The Central and Southern Florida Flood Control Project (C&SFFCP) is an extensive system of water control works first authorized by Congress in 1947. The project area encompasses approximately 17,930 square miles spread over sixteen counties and includes the Kissimmee River Basin, Lake Okeechobee and its regulatory outlets, the Everglades, and the lower east coast of Florida. The initial purpose of the project was primarily flood control, however its objectives were expanded by the Army Corps of Engineers and Congress in 1968 to provide for increased storage and conservation of water and improved distribution of water throughout the project area. The local sponsor, the South Florida Water Management District (SFWMD), has requested the following project components for FY 91:

(A) Hillsboro Canal Survey Review. This feasibility study which will evaluate alternative means of reducing flood damages to portions of Palm Beach and Broward Counties. Potential measures for increased flexibility in discharges from Water Conservation Area 1 will also be examined as a part of this study. FY 91 funding request is $100,000.

(B) C-111/South Dade Flood Control Project. This project, located in Dade County, proposes modification of an existing canal to restore more natural water regimes to part of Everglades National Park without lowering existing levels of flood protection for other areas. FY 91 funding request is for $200,000.

(C) Herbert Hoover Dike Project. This project, located in Glades, Hendry, Palm Beach, Okeechobee and Martin Counties, seeks funding for continuation of construction work on Lake Okeechobee Herbert Hoover Dike Revetment. This construction will protect the integrity of the existing dike from erosive wind and wave action during upper stages of water level regulation. FY 91 funding request is for $5,000,000.

(D) Shingle Creek Basin Project. This project seeks construction funding for correction of flooding problems and enhancement of water quality for portions of Orange and Osceola Counties. The project involves enlargement of a drainage canal, construction of environmental enhancement structures, flood control structures and a bypass canal. These improvements will restore proper flow through wetlands, enhance groundwater levels and provide flood protection for a residential area. FY 91 funding request is for $1,992,000.

* Includes $9,800,000 for the Upper St. Johns River Project.

(E) St. Lucie Canal Stabilization. This project, located in Martin County, seeks Preliminary Engineering & Design funding to correct a navigational hazard and to enhance water quality of the St. Lucie Estuary. The project involves stabilization of eroding canal banks which will prevent sedimentation and shoaling problems in the navigation channel. Stabilization alternatives include placement of riprap, recontouring and revegetating slopes, and construction of a retention basin. FY 91 funding request is for $100,000.

(F) Repowering of Pump Stations 6 and 9. This project, located in Palm Beach (#6) and Broward (#9) Counties, seeks funding for replacement of engines and pumps which are over thirty years old. This request involves no change in project operation. FY 91 funding request is for $4,500,000.

(G) Shark River Slough Restoration (East Everglades National Park). This project, located in Dade County, proposes to establish a more natural flow to Everglades National Park and Northeast Shark River Slough, improve recharge to public wellfields, and provide flood protection to developed land. Alternatives include levee alteration and removal. FY 91 funding request is for $100,000.

(H) Kissimmee River Restoration This project, located in Highlands, Okeechobee, Osceola and Polk Counties, covers construction of Phase II of the Kissimmee River Restoration. Phase II involves restoration of 15.3 miles of the river (about 1/6 of its original length, to its former meandering path. Phase I successfully demonstrated the feasibility of river restoration through placement of weirs, berms and culverts. Similar actions are proposed for Phase II. FY 91 funding request is for $6,000,000.

(I) C-51 East Project. This project, located in Palm Beach County, proposes to enlarge the C-51 channel from Kirk Road to the Florida Turnpike allowing the system to function at the design levels. FY 91 funding request is for $1,200,000.

(J) C-51 West Project. This project, located in Palm Beach County, proposes a new flood control pump station (S-319) at the west end of C-51 and enlargement of the western part of the C-51 canal. Under the proposed project, floodwaters in the west basin will be pumped from the C-51 canal into a 2.5 square mile detention basin. FY 91 funding request is for $5,500,000.

(K) Lake Istokpoga Flood Improvements. This project, located in Highlands County, seeks construction funding to correct design deficiencies in water control structures S-68, S-82 and S-83 located south of Lake Istokpoga. Existing design is causing severe downstream erosion and contributing to increased flooding problems. The project involves construction of fixed crest weirs immediately downstream of S-68, S-82 and S-83. FY 91 funding request is for $300,000.

(L) S-66/Lake Istokpoga Levee Improvements. This project, located in Highlands County, seeks funding to determine the feasibility of increasing lake levels. Higher water levels would correct chronic water storage deficiencies, improve navigation and reduce the aquatic weed problem. The proposal involves construction of the L-46 levee along the east and south shore and replacement of the G-85 water control structure on the Istokpoga Canal. FY 91 funding request is for $500,000.

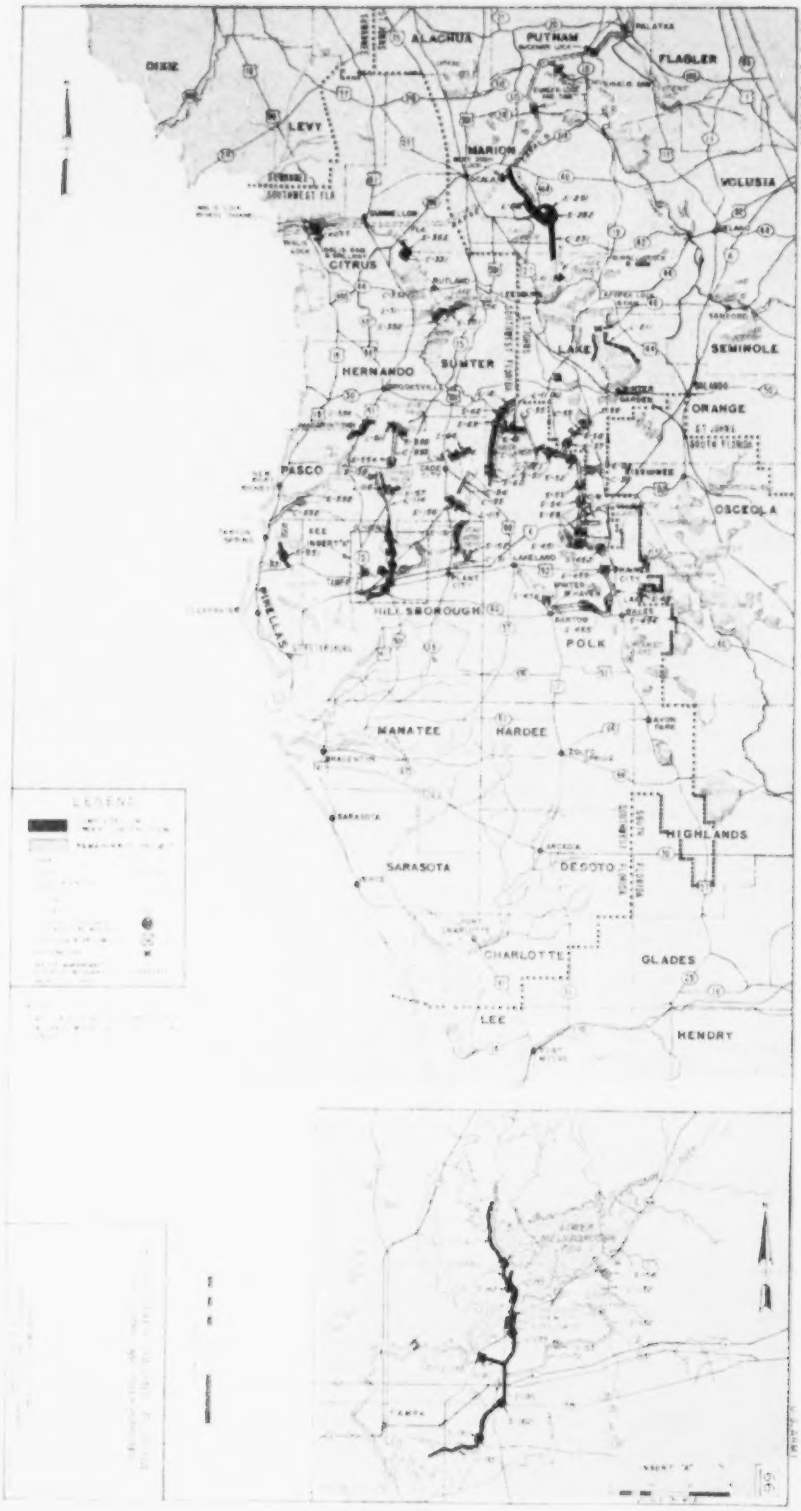
Proposed Benefits

In the first half of this century, heavy seasonal rains in combination with the passage of hurricanes caused extensive severe flooding in this region of Florida. The C&SFFCP and its local sponsor, the SFWMD, are the result of Federal and State responses to flooding which occurred in 1947. South Florida also experiences periodic severe droughts. In 1968 the project was expanded to include provisions for storage and conservation of water and improved distribution of water throughout the project area. In recent years greater emphasis is being given to the maintenance and enhancement of water quality. Of particular concern has been the rapid decline in water quality of Lake Okeechobee due to excessive phosphorous loading. Two proposals are incorporated into this year's request to address this problem.

Notice of Revision

The Kissimmee River Restoration Project description, located on page 5 of the program book, should be revised as follows:

This project, located in Highlands, Okeechobee, Osceola, and Polk Counties, covers construction of Part I: Kissimmee River Restoration of the Level II Backfilling Plan. Part I involves backfilling three to five miles of the canal in the central reach of the river. This will be the first step towards backfilling a continuous 25 to 30 mile section of the canal and will restore approximately 8500 acres of floodplain wetlands. Part I will be monitored and evaluated before subsequent work is scheduled. FY 91 funding request is for $6,000,000.


ALACHUA
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HILLSBOROUGH
POLK
MANATEE
HARDEE
HIGHLANDS
SARASOTA
DESOTO
CHARLOTTE
GLADES
LEE
HENDRY

Four River Basins

Sponsor: Southwest Florida Water Management District
County: Hillsborough

Type Application: Construction
Benefit/Cost Ratio: 2.7:1

Estimated Federal Cost	160,000,000
Estimated Non Federal Cost	135,800,000
Federal Funds Through FY 90	71,289,000
Non Federal Funds Through FY 90	50,485,000
State of Florida Request for FY 91	300,000

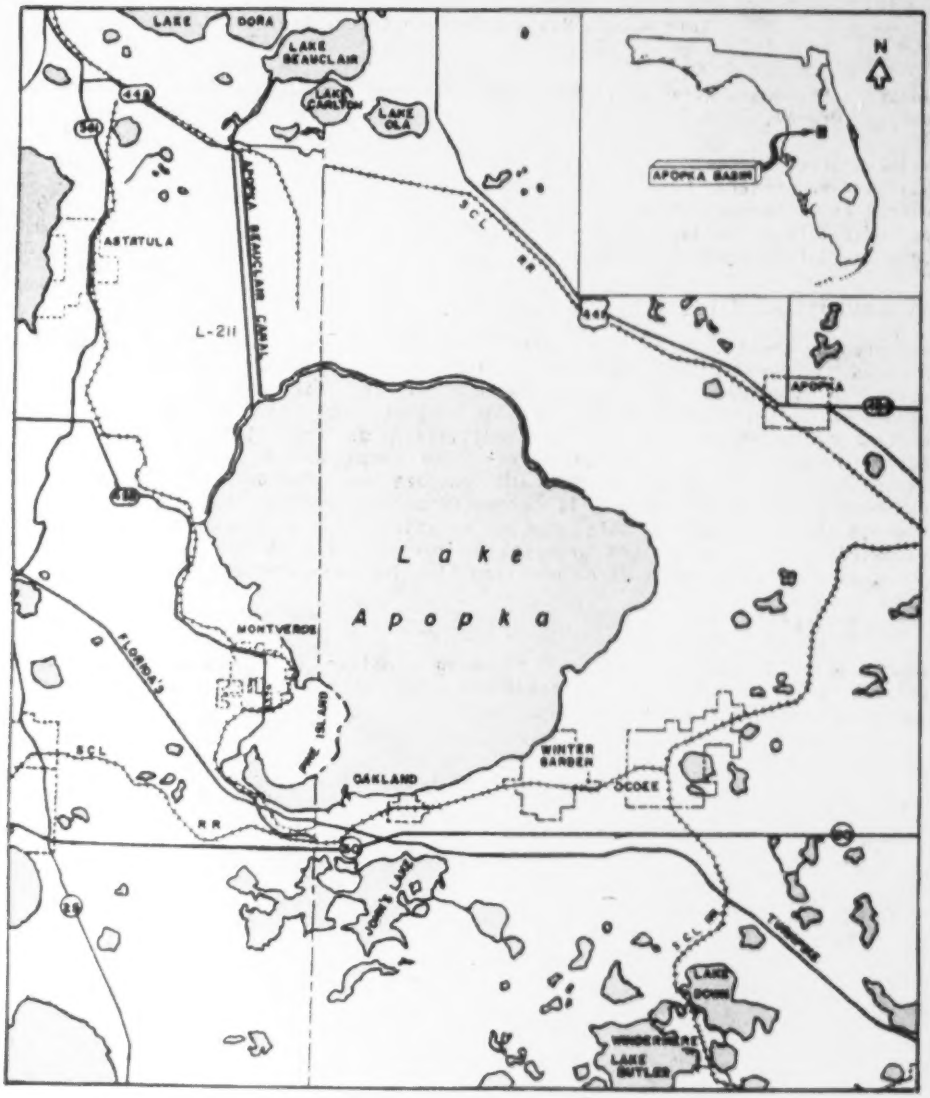
History/Description

The Four River Basins Project has been under construction since 1966 to provide flood protection for an area of approximately 6,000 square miles in 14 counties of central and southwest Florida. It includes part of the drainage basins of four streams (the Hillsborough, Oklawaha, Withlacoochee, and Peace Rivers) and three smaller west coast watersheds (Pithlachascotee River, Anclote River, and Lake Tarpon). The authorized plan includes numerous works in several parts of the project area. Some major components of the project have already been completed, including the Tampa Bypass Canal, the Lake Tarpon Outfall Canal, the Masaryktown Canal, and the Tsala Apopka Outfall Canal, along with related water control structures, railroad bridges, and highway bridges.

The FY 91 request is for work on the Lower Hillsborough Wilderness Park at the Flatwoods Park Site. Phase I construction is expected to commence in FY 90. The county and maybe the City of Tampa will furnish the local cost-share.

Proposed Benefits

This facility is located close to the Tampa metropolitan area and is a regional recreational resource. The further recreational development of the Lower Hillsborough Wilderness Park will allow greater use of the major land resources acquired as part of the Four River Basins Project.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OAKLAND
WINTER GARDEN
OCOEE
TURNPIKE
LAKE DOWN
WINDERMERE
LAKE BUTLER

Lake Apopka Basin Water Management Review

Sponsor: St. Johns River Water Management District Type Application: Study
County: Orange, Lake Benefit/Cost Ratio: N/A

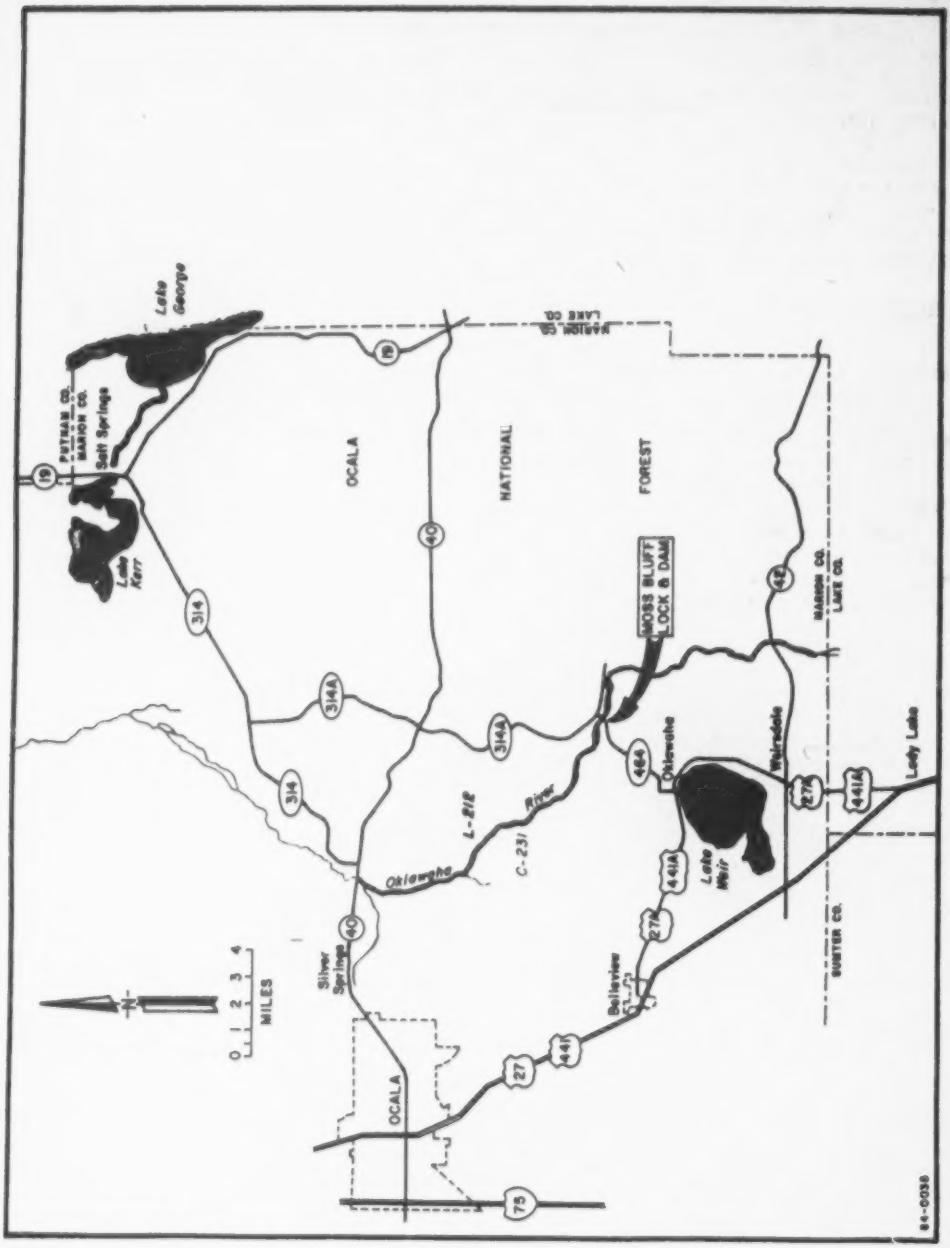
Estimated Federal Cost	100,000
Estimated Non Federal Cost	300,000
Federal Funds Through FY 90	0
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	100,000

History/Description

Sponsored by the St. Johns River Water Management District, the proposed study is intended to develop and implement a water management plan for the Lake Apopka Basin. A similar flood protection project for Lake Apopka was originally authorized in the 1962 Four River Basins Project. Due to the date of the original General Design Memorandum (GDM), reactivation of the flood protection would require reappraisal at the GDM level. The Corps was requested to review the feasibility of flood protection and prepare an addendum to the GDM. The preliminary Feasibility Report is currently being prepared. Using available water resource and environmental data, new and existing alternatives would be evaluated. The original GDM proposed a levee (L-211) at the north end of Lake Apopka as a possible means of alleviating flooding and water quality problems.

Proposed Benefits

The study will address potential flooding problems in the Lake Apopka basin. Emphasis will be placed on alternatives that will enhance water quality while providing adequate flood protection.


Lake George
PUTNAM CO.
MARION CO.
Salt Springs
Lake Kerr
OCALA
NATIONAL
FOREST
MARION CO.
LAKE CO.
MOSS BLUFF LOCK & DAM
Oklawaha
L-B12
C-231
River
Silver Springs
Belleview
Oklawaha
Lake Weir
Weirsdale
Lady Lake
SUMTER CO.
OCALA
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MILES
84-0038

Oklawaha River Basin/L-212

Sponsor: St.Johns River Water Management District
County: Marion

Type Application: Study
Benefit/Cost Ratio: N/A

Estimated Federal Cost	200,000
Estimated Non Federal Cost	300,000
Federal Funds Through FY 90	0
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	100,000

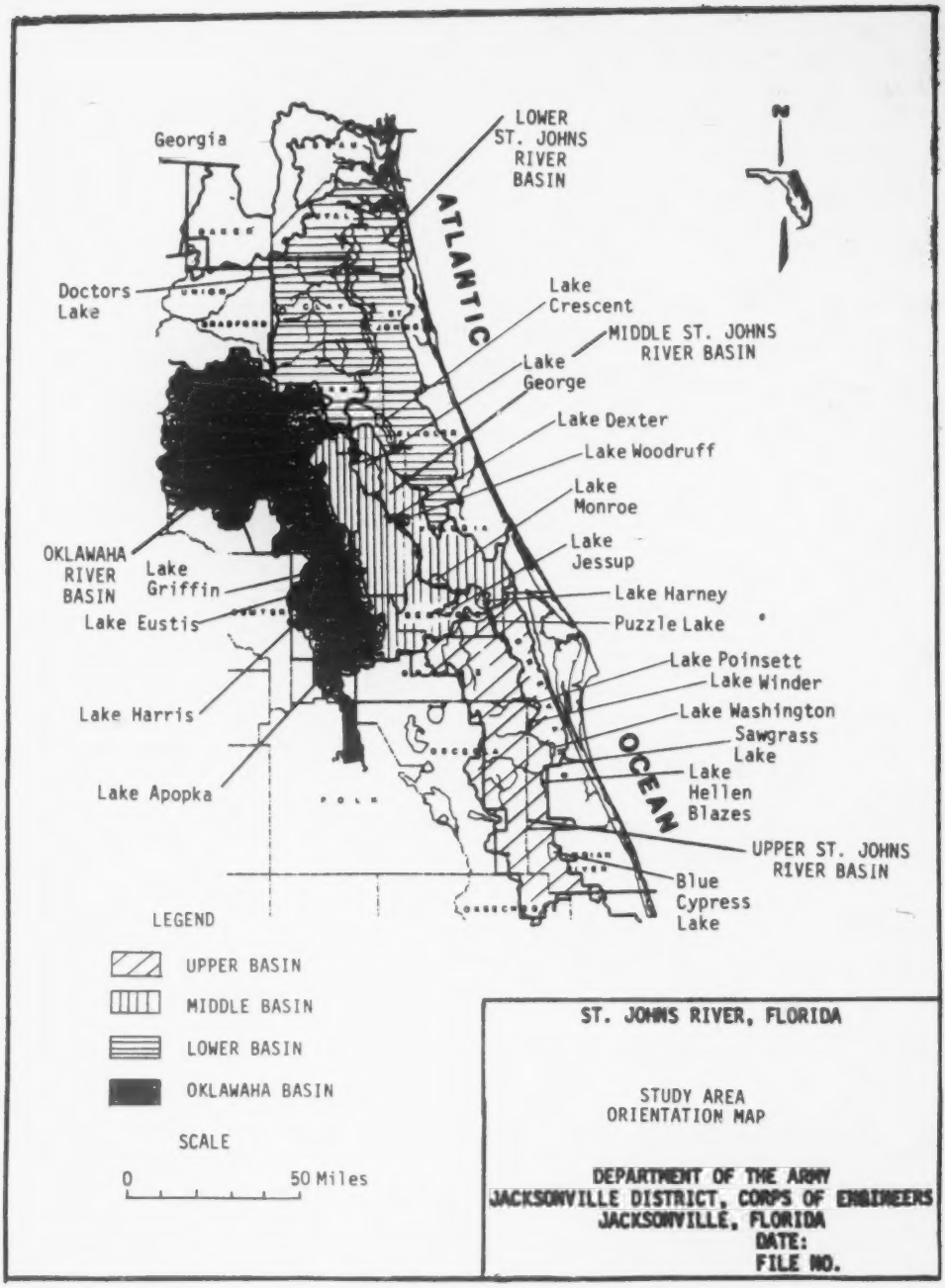
History/Description

This study was authorized by the Four River Basins Project authorization. It is needed to address flooding and navigation problems caused by the incomplete Cross Florida Barge Canal.

After completion of the Four River Basins project, the flood flows from Moss Bluff Lock and Dam were increased significantly. These flood flows are discharged into L-212 which was designed to discharge directly into the Cross Florida Barge Canal (CFBC). The CFBC was designed to accommodate the flow; however, construction of the CFBC was halted before it reached this area. This has resulted in a flooding problem near State Road 40 and the Silver River, and in sediment deposition that impedes navigation. This study will identify alternative solutions to alleviate the flooding and sedimentation.

Proposed Benefits

This study is needed to develop alternatives for solving current flooding and navigation problems. The best alternative will be chosen and adopted in a comprehensive surface water management plan that will also improve the water quality and environment of the river basin.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Doctors Lake
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MIDDLE ST. JOHNS RIVER BASIN
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Lake Dexter
Lake Woodruff
Lake Monroe
Lake Jessup
Lake Harney
Puzzle Lake
Lake Poinsett
Lake Winder
Lake Washington
Sawgrass Lake
Lake Hellen Blazes
UPPER ST. JOHNS RIVER BASIN
Blue Cypress Lake
OKLAWAHA RIVER BASIN
Lake Griffin
Lake Eustis
Lake Harris
Lake Apopka
LEGEND
UPPER BASIN
MIDDLE BASIN
LOWER BASIN
OKLAWAHA BASIN
SCALE
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50 Miles
ST. JOHNS RIVER, FLORIDA
STUDY AREA
ORIENTATION MAP
DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT, CORPS OF ENGINEERS
JACKSONVILLE, FLORIDA
DATE:
FILE NO.

St. Johns River Basin Water Quality Management

Sponsor: St. Johns River Water Management District Type Application: Study
County: Parts of 12 counties Benefit Cost Ratio: N/A

Estimated Federal Cost	1,300,000
Estimated Non Federal Cost	0
Federal Funds Through FY 90	200,000
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	400,000

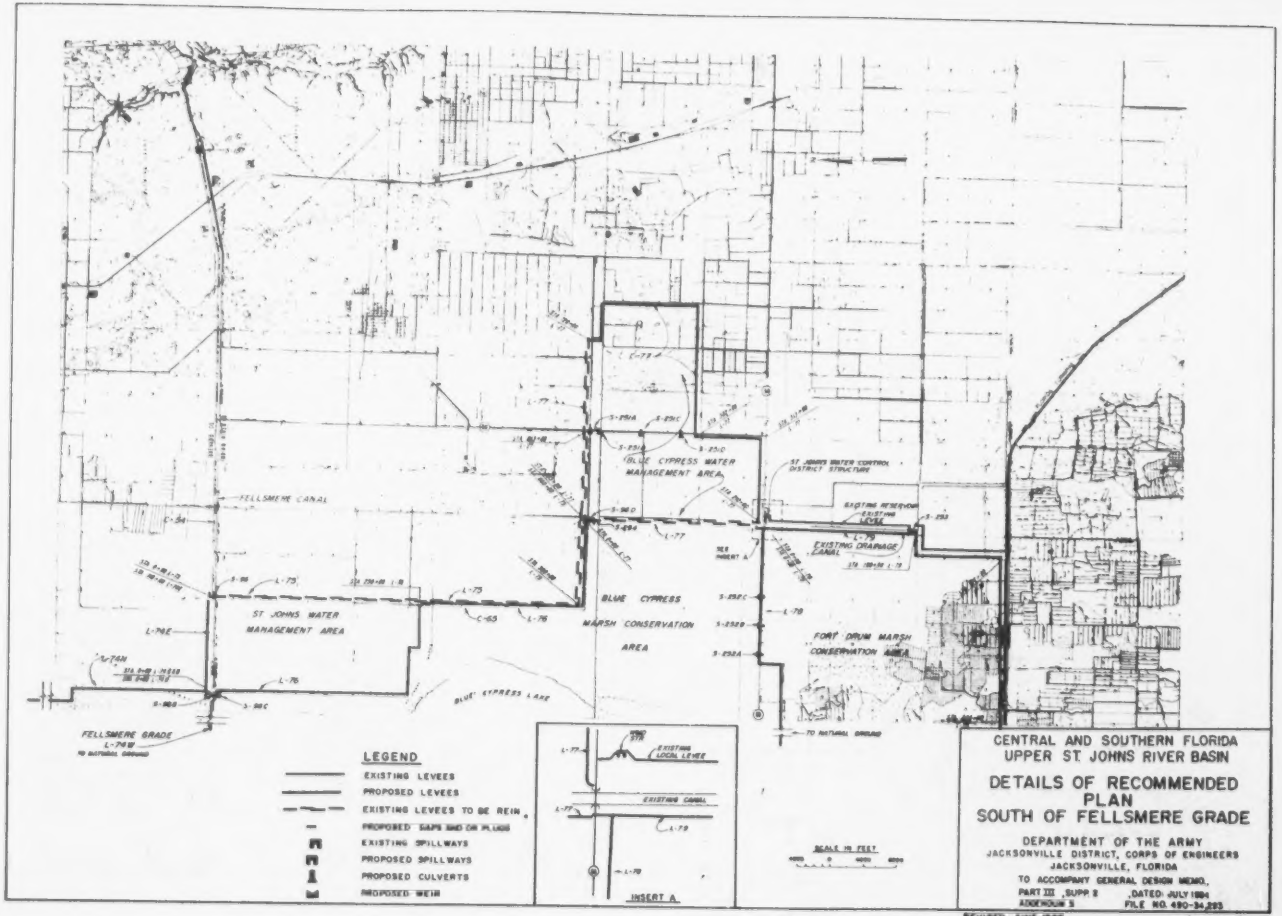
History/Description

The study was authorized by language in the FY 84 Public Works appropriations bill, directing the Army Corps of Engineers to prepare "an interim water quality management plan for the St. Johns River Basin, Florida...at full federal expense and in cooperation with local interests." Continuation of this study is proposed by the St. Johns River Water Management District. An amount of $400,000 is requested for FY 91.

The study will provide a plan for the improvement of water quality in the St. Johns River. Available water quality data is currently being collected and reviewed. Land use mapping will be one component of this effort. The need for changes or enlargements in the current monitoring program is being assessed. Eventually, the study will establish water quality goals for the basin, determine whether they are fulfilled in the various lake and stream segments, and recommend means of attaining these goals wherever possible. The Corps is working cooperatively with the St. Johns River Water Management District on this study.

Proposed Benefits

The St. Johns River has exhibited many water quality problems, as demonstrated by numerous fish kills, algae blooms, and citizen complaints. This study, along with information obtained from an ongoing multi-agency study of diseased fish in the lower reaches of the river, will develop an overall plan to address these problems. The result will provide important benefits to regional economics, aesthetics, and recreation. Fishery resources available for both commercial and sport uses should be enhanced by improved water quality management. Another benefit could be reduced expenditures for control of aquatic weeds.



CENTRAL AND SOUTHERN FLORIDA
UPPER ST. JOHNS RIVER BASIN

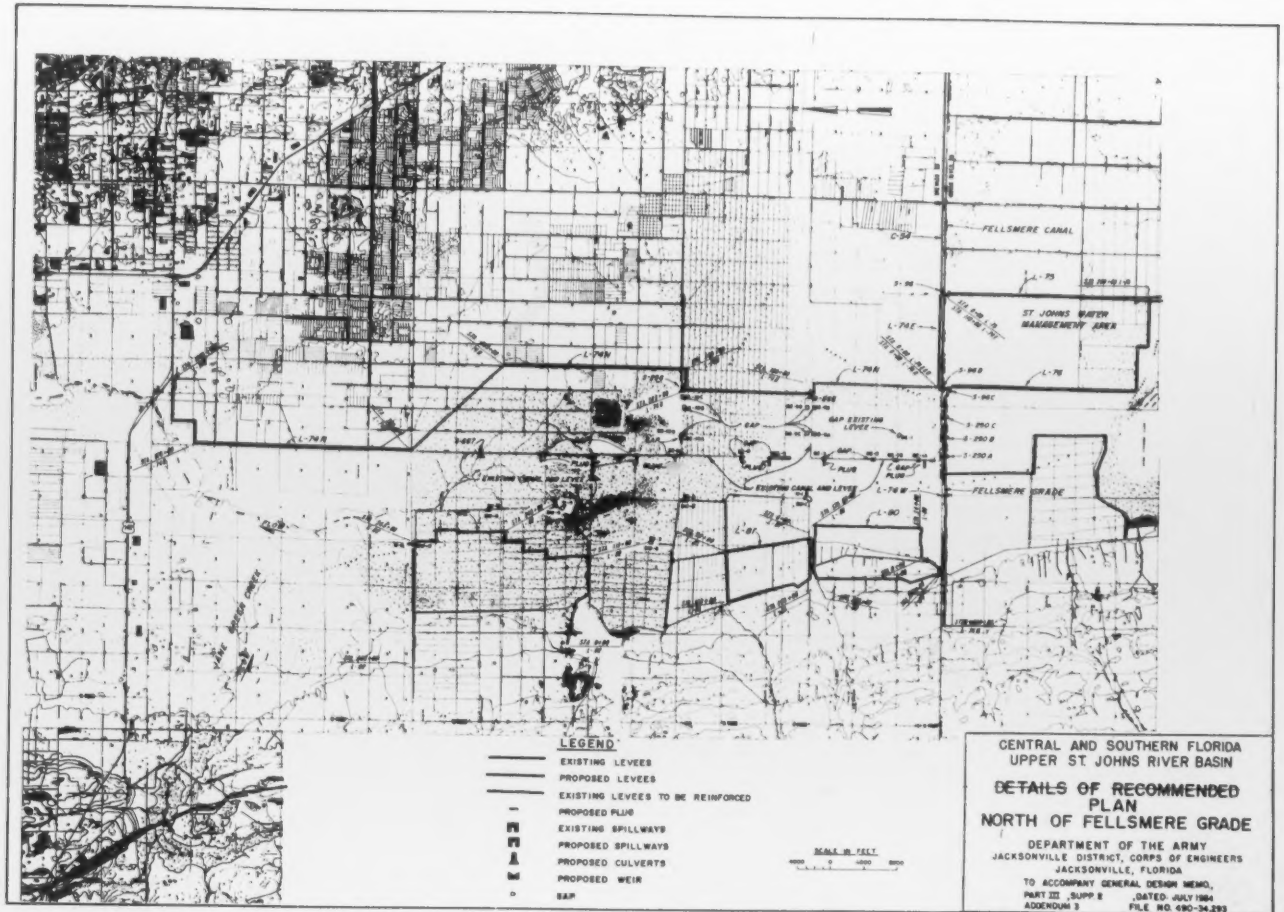
DETAILS OF RECOMMENDED PLAN SOUTH OF FELLSMERE GRADE

DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT, CORPS OF ENGINEERS
JACKSONVILLE, FLORIDA

TO ACCOMPANY GENERAL DESIGN MEMO.,
PART III ,SUPP 2 ,DATED: JULY 1984
ADDENDUM 5 FILE NO. 480-34-223

REVISED JUNE 1985

PLATE 25



CENTRAL AND SOUTHERN FLORIDA
UPPER ST. JOHNS RIVER BASIN

DETAILS OF RECOMMENDED PLAN
NORTH OF FELLSMERE GRADE

DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT, CORPS OF ENGINEERS
JACKSONVILLE, FLORIDA

TO ACCOMPANY GENERAL DESIGN MEMO,
PART III, SUPP 8, DATED JULY 1984
ADDENDUM 3 FILE NO. 490-34,293

REVISED JUNE 1985

PLATE 24

Upper St. Johns River Basin

Sponsor: St. Johns River Water Management District Type Application: Construction
County: Multi-County

Estimated Federal Cost	
Estimated Non Federal Cost	
Federal Funds Through FY 90	
Non Federal Funds Through FY 90	
State of Florida Request for FY 91	$9,800,000 *

History/Description

This project is sponsored by the St. Johns River Water Management District. However, it was previously authorized as part of the Central and South Florida Flood Control Project. The $9,800,000 funding request is included in the request for the Central and South Florida Flood Control Project.

The project area of the Upper St. Johns River Basin in east-central Florida encompasses about 2,000 square miles and consists of some 60 individual contributing subbasins. The St. Johns River Water Management District (SJRWMD), in cooperation with the Army Corps of Engineers, has completed the revised General Design Memorandum for the Upper St. Johns Project.

This project is designed to restore the original hydrologic cycle to the Upper St. Johns Basin. The historical hydrologic cycle has been altered by drainage for agricultural uses. This drainage and altered land use destroyed vast marshlands, and has caused higher flood levels during periods of high rainfall and severe droughts during periods of low rainfall. It also has adversely affected the fresh water inflow and quality of discharge to the saline Indian River. The project is expected to moderate these adverse conditions by constructing retention areas, altering existing manmade drainage systems, and creating and preserving floodplain marshlands. The retention areas and floodplains should decrease the flood damage, improve water quality (by entraping sediments and nutrients), and help maintain water levels during drought periods. The reduction in low water levels will also alleviate water shortages now experienced by local governments and agricultural industry that depend on the Upper St. Johns River for a water source.

The GDM has been approved by concerned agencies and construction is underway.

Proposed Benefits

This project could begin reversing decades of environmental damage in the Upper St. Johns River Basin. The multifaceted nature of the project is especially promising. The project offers flood control, water supply, reestablishment of minimum flows, and marsh restoration with associated water quality benefits.

*This cost figure is included in the funding request for the Central and Southern Florida Flood Control Project.

NAVIGATION

7. Bakers Haulover Sand Transfer
8. Big Sarasota Pass
9. Ft. Pierce Harbor
10. Miami Harbor
11. Miami River Cleanup
12. Panama City Harbor
13. Port Canaveral Harbor
14. Port Canaveral Sand Transfer
15. Port Everglades
16. Port Manatee
17. Port of St. Petersburg
18. Port of Tampa (Port Sutton)
19. Stump Pass

NAVIGATION

Bakers Haulover Sand Transfer

Big Sarasota Pass

Ft. Pierce Harbor

Miami Harbor

Miami River Cleanup

Panama City Harbor

Port Canaveral Harbor

Port Canaveral Sand Transfer

Port Everglades

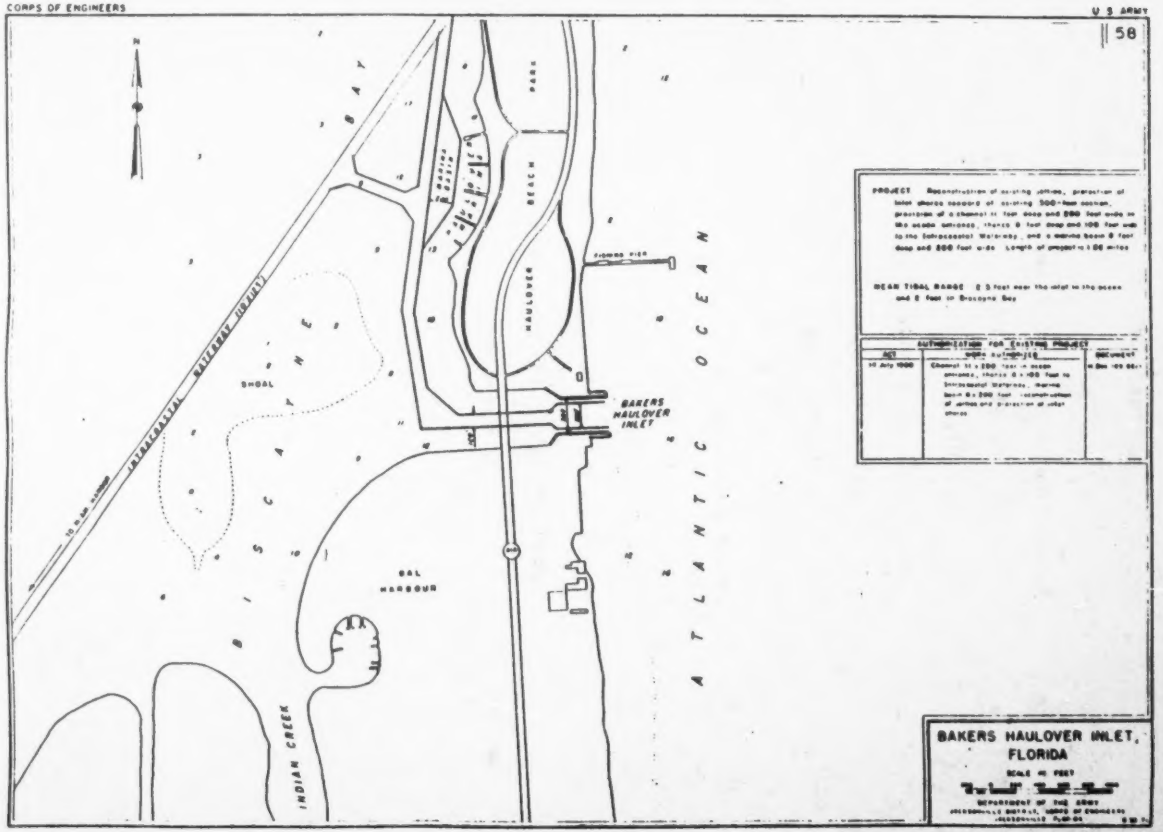
Port Manatee

Port of St. Petersburg

Port of Tampa (Port Sutton)

Stump Pass

FIGURE 2: Bakers Haulover Inlet and Adjacent Waterways



Bakers Haulover Inlet Sand Bypassing Plant Study

Sponsor: Dade County
County: Dade

Type Application: Study
Benefit/Cost Ratio: N/A

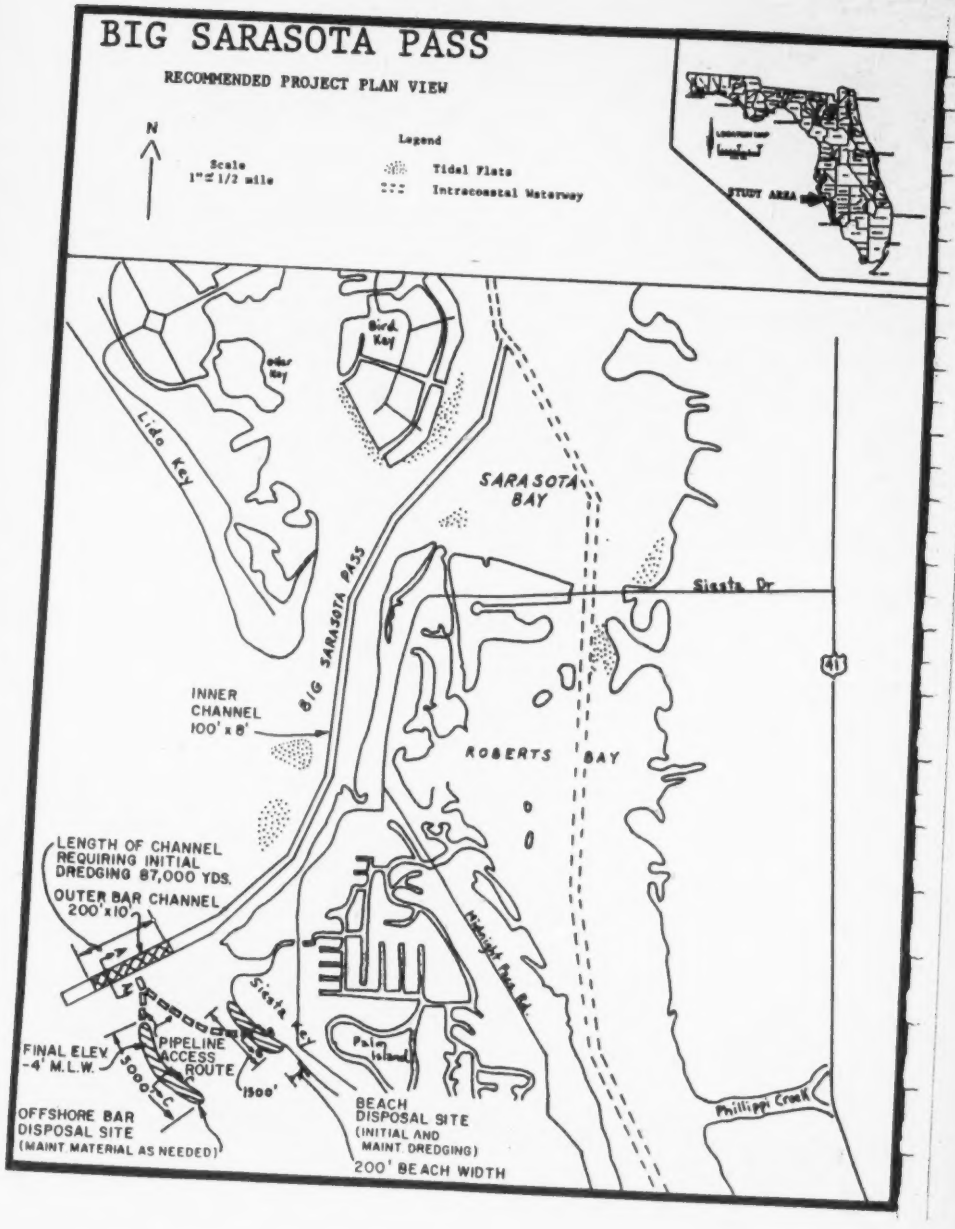
Estimated Federal Cost	To be determined
Estimated Non Federal Cost	To be determined
Federal Funds Through FY 90	0
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	$100,000

History/Description

Bakers Haulover Inlet was constructed in 1925 by dredging a cut in the natural barrier island system. Jetties flank the inlet on the seaward side with sheet pile and concrete embankments lining the inlet proper. Primarily because of these structural modifications and the presence of extremely high current velocities during the ebb and flood tides, the inlet acts as a significant barrier to transport of sand to downdrift beaches. The proposed feasibility study would evaluate several available sand bypassing options versus the current method of periodic maintenance dredging with regards to cost effectiveness and environmental considerations.

Proposed Benefits

A sand transfer plant would restore, at least to some extent, the natural sand flow which has been interrupted by the inlet and jetty. It would provide a continuous sand source for downdrift beaches and significantly reduce shoaling of the inlet and adjacent Intercoastal Waterway, possibly at less cost than periodic renourishment and dredging.


BIG SARASOTA PASS
RECOMMENDED PROJECT PLAN VIEW
N
Scale
1" = 1/2 mile
Legend
Tidal Flats
Intracoastal Waterway
STUDY AREA
Bird Key
Lido Key
SARASOTA BAY
BIG SARASOTA PASS
Siesta Dr
41
INNER CHANNEL 100' x 8'
ROBERTS BAY
LENGTH OF CHANNEL REQUIRING INITIAL DREDGING 87,000 YDS.
OUTER BAR CHANNEL 200'x10'
Siesta Key
Palm Island
Midnight Pass Rd.
PIPELINE ACCESS ROUTE
FINAL ELEV -4' M.L.W.
3000' C
1900'
OFFSHORE BAR DISPOSAL SITE (MAINT MATERIAL AS NEEDED)
BEACH DISPOSAL SITE (INITIAL AND MAINT DREDGING)
200' BEACH WIDTH
Phillippi Creek

Big Sarasota Pass

Sponsor: Sarasota County
County: Sarasota

Type Application: PE&D
Benefit/Cost Ratio: 3.1:1

Estimated Federal Cost	$ 239,000
Estimated Non Federal Cost	236,000
Federal Funds Through FY 90	0
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	200,000

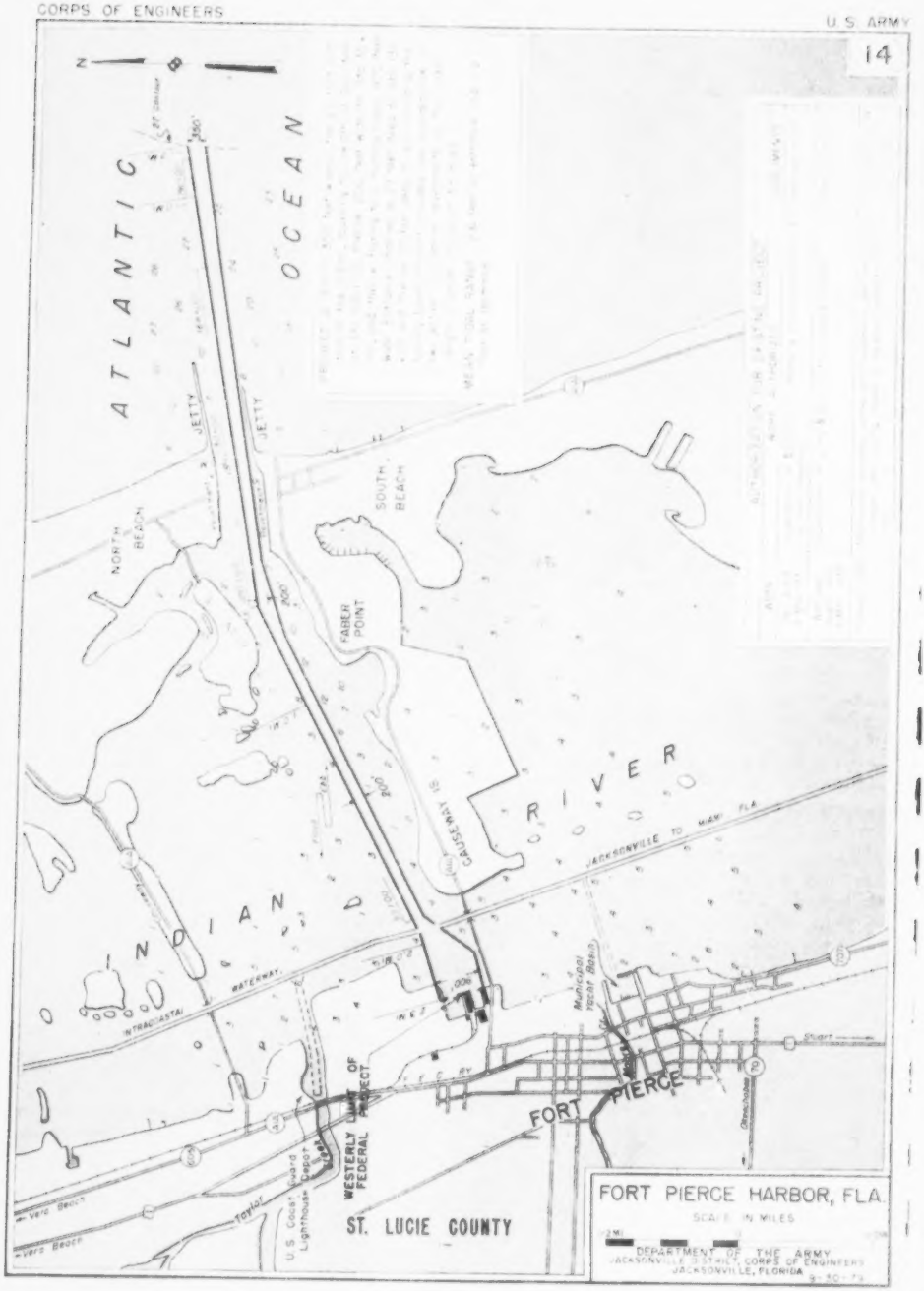
History/Description

This project is the result of a study initiated in 1978, originally designed to determine the feasibility of incorporating six passes along the central Gulf Coast of Florida into the existing Intracoastal Waterway. These passes are Stump Pass, Longboat Pass, Big Sarasota Pass, Dunedin Pass, Hurricane Pass, and Midnight Pass. The feasibility study determined the practicality of maintaining these passes at nine feet mean low water to allow small pleasure and commercial boats improved access to the Gulf of Mexico. Dredging these passes might also provide a source of suitable material for renourishment of eroded beaches in the area. The draft feasibility report circulated in late 1984 eliminated all but Big Sarasota Pass in northern Sarasota County and Stump Pass in Charlotte County from additional study. Congressional authorization is necessary, unless the Corps changes its position, under the Continuing Authority Program, that establishes a low priority on "recreation" projects.

The recommended plan for Big Sarasota Pass calls for a 2400 foot long by 200-foot wide channel with a 10-foot depth and 2-foot overdepth. Dredging would be through the outer shoal only, as natural depths along the interior channel are sufficient for navigation. 87,000 cubic yards of spoil will be distributed along a highly eroded section of beach south of the Pass. Future maintenance disposal of sand may be deposited along the gulfward side of an existing shoal.

Proposed Benefits

The proposed project will provide a safe, navigable channel through Big Sarasota Pass for use by recreational and commercial boaters. Highly eroded beaches south of the channel will be renourished which will also enhance downdrift transport of sand. This will decrease the frequency of beach renourishment projects for this area. A dependable pass along with enhanced beaches would contribute significantly to the economic development of Sarasota and Charlotte Counties.


CORPS OF ENGINEERS
U.S. ARMY
14
N
ATLANTIC
OCEAN
JETTY
JETTY
NORTH BEACH
SOUTH BEACH
FABER POINT
CAUSEWAY IS.
RIVER
INDIAN
JACKSONVILLE TO MIAMI FLA.
INTRACOASTAL WATERWAY
MIDDLE ROAD
FORT PIERCE
WESTERLY LIMIT OF FEDERAL PROJECT
U.S. Coast Guard Depot
Lighthouse
Taylor
Vero Beach
ST. LUCIE COUNTY
FORT PIERCE HARBOR, FLA.
SCALE IN MILES
DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT, CORPS OF ENGINEERS
JACKSONVILLE, FLORIDA

Fort Pierce Harbor

Sponsor: Ft. Pierce Port & Airport Authority
County: St. Lucie

Type Application: Construction
Benefit/Cost Ratio: 1.8:1

Estimated Federal Cost	4,310,000
Estimated Non Federal Cost	2,418,000
Federal Funds Through FY 90	629,000
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	4,310,000

History/Description

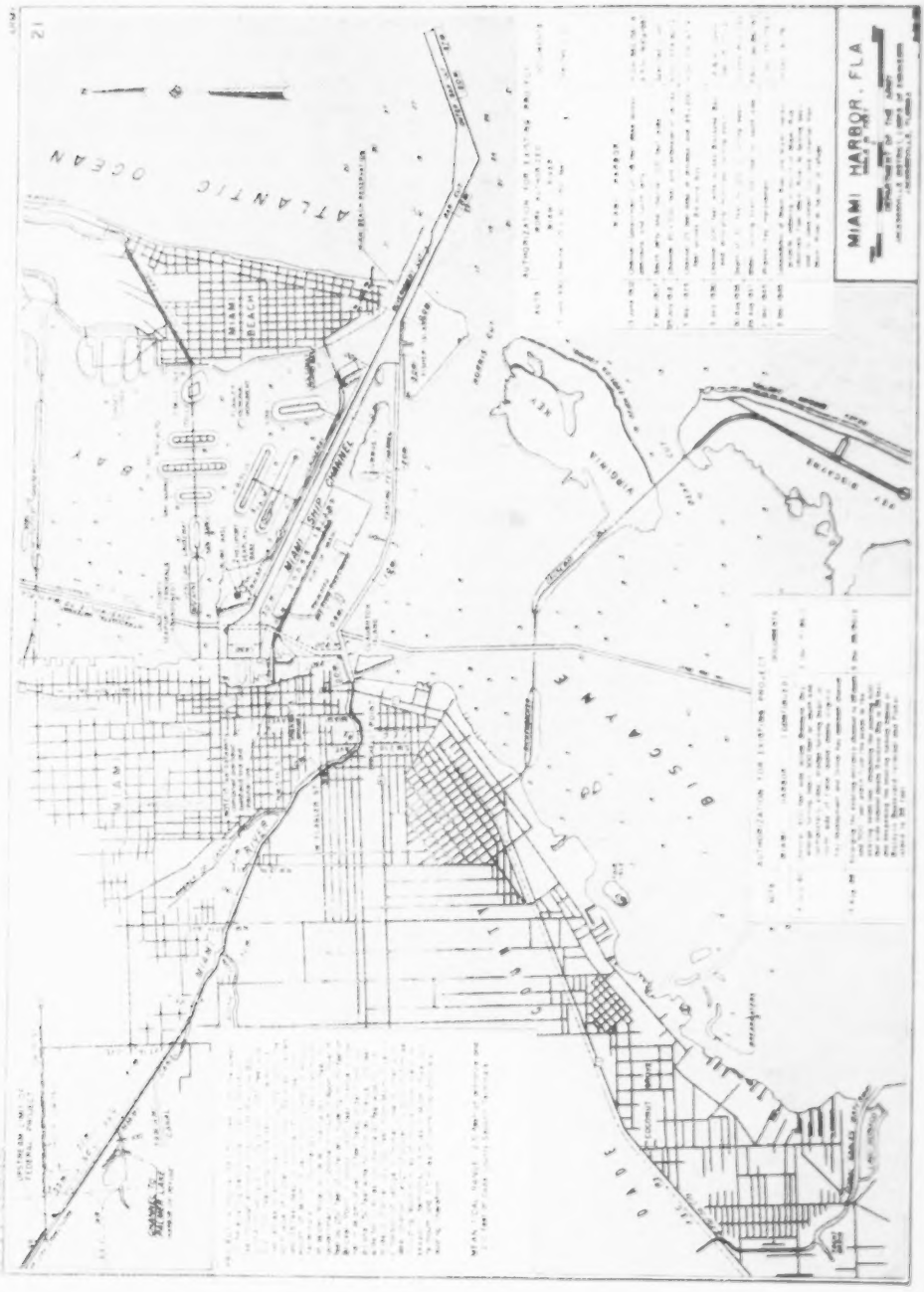
The Corps of Engineers has completed a study of the feasibility of deepening the Fort Pierce access channel and harbor area. The existing channel is 3.5 miles long and 25 feet deep, extending from the Atlantic Ocean through Fort Pierce Inlet and ending at a turning basin in front of the city docks. The main commodities shipped through Ft. Pierce are citrus products (exported), and aragonite (imported).

The Corps had originally recommended a channel 36 feet deep and 500 feet wide, extending from the open ocean to within the existing jetties, then becoming 32 feet deep and 300 feet wide to the existing turning basin. The plan has since been modified to a substantially smaller project. The turning basin will be 1100 feet square and 28 feet deep. The channel from the turning basin to the inlet mouth will be 250 feet wide and 28 feet deep. The offshore channel will be 400 feet wide and 30 feet deep. Also included is construction of a new channel 25 feet deep by 250 feet wide by 1250 feet long to the north of the turning basin. Some of the dredged material would be used to convert old borrow holes to a shallow water habitat for seagrass planting. Beach quality material will be placed on the beach south of the inlet. The project is not yet authorized for construction.

The report also addressed some environmental issues that had been identified by State and Federal agencies when the feasibility study began. Of special importance were the project impacts on a sabellarid worm reef and seagrass beds.

Proposed Benefits

The proposed project would allow Fort Pierce Harbor to accommodate deeper draft ships, resulting in transportation savings to shippers. Larger ships would increase shipping which could attract new business and increase employment in the area. Unemployment in the Fort Pierce area presently exceeds the state average. The beach renourishment associated with the project would also enhance beach recreation. Environmental benefits may occur if increased tidal flushing (resulting from a deeper and wider channel) improves the area's water quality.


MIAMI HARBOR, FLA.
ATLANTIC OCEAN
MIAMI BEACH
MIAMI INTRACOASTAL CANAL
BISCAYNE BAY

Miami Harbor Channel

Sponsor: Port of Miami
County: Dade

Type Application: PE&D
Benefit/Cost Ratio: 1.3:1

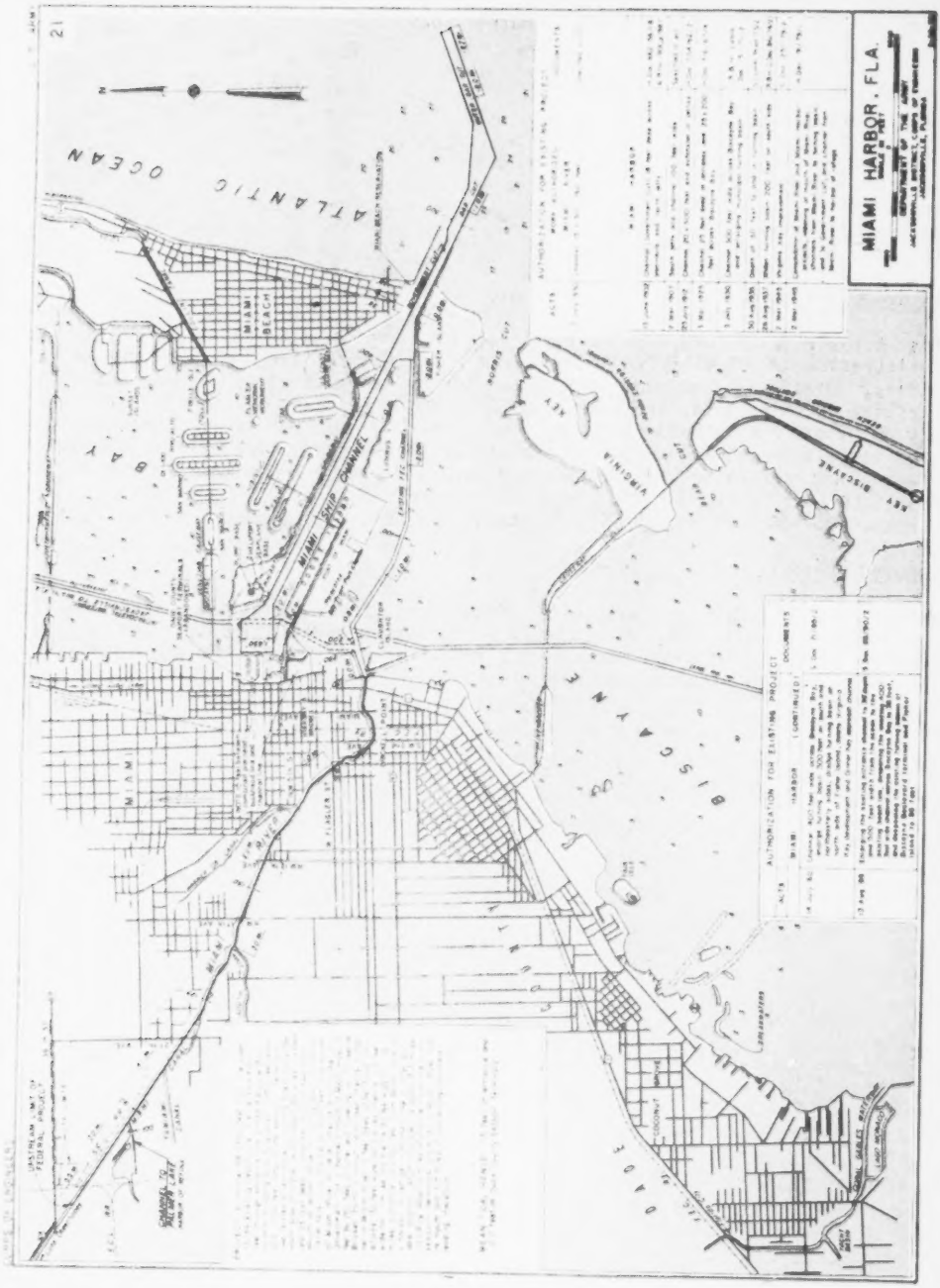
Estimated Federal Cost	3,100,000
Estimated Non Federal Cost	0
Federal Funds Through FY 90	1,405,000
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	1,695,000

History/Description

This project will address navigational problems associated with the present configuration of Miami Harbor. Problems include excessive side currents at the jetties, insufficient channel widths and depths, an undersized turning basin, and excessive incoming tides and currents. Due to the restricted channel width it can only be used for one-way traffic. Also there have been several groundings of large vessels in recent years. The project proposes to correct these problems by widening and deepening the channel and expanding the Dodge/Lummus Island turning basin. Depths would be increased to a maximum of 42 feet, channel widths increased to 500 feet and the turning basin expanded to a diameter of 1600 feet.

Proposed Benefits

Construction of this project will allow for safer navigation especially for larger, deeper draft vessels. It will allow deeper draft ships to load fully and therefore reduce shipping costs. The need for tug service in the channel and turning basin will also be reduced.


MIAMI HARBOR, FLA.
ATLANTIC OCEAN
BISCAYNE BAY
MIAMI SHIP CHANNEL
KEY BISCAYNE
MIAMI BEACH
MIAMI

Miami River Cleanup

Sponsor: Dade County
County: Dade

Type Application: PE&D
Benefit/Cost Ratio:____

Estimated Federal Cost	$ 600,000
Estimated Non Federal Cost	To be determined
Federal Funds Through FY 90	100,000
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	500,000

History/Description

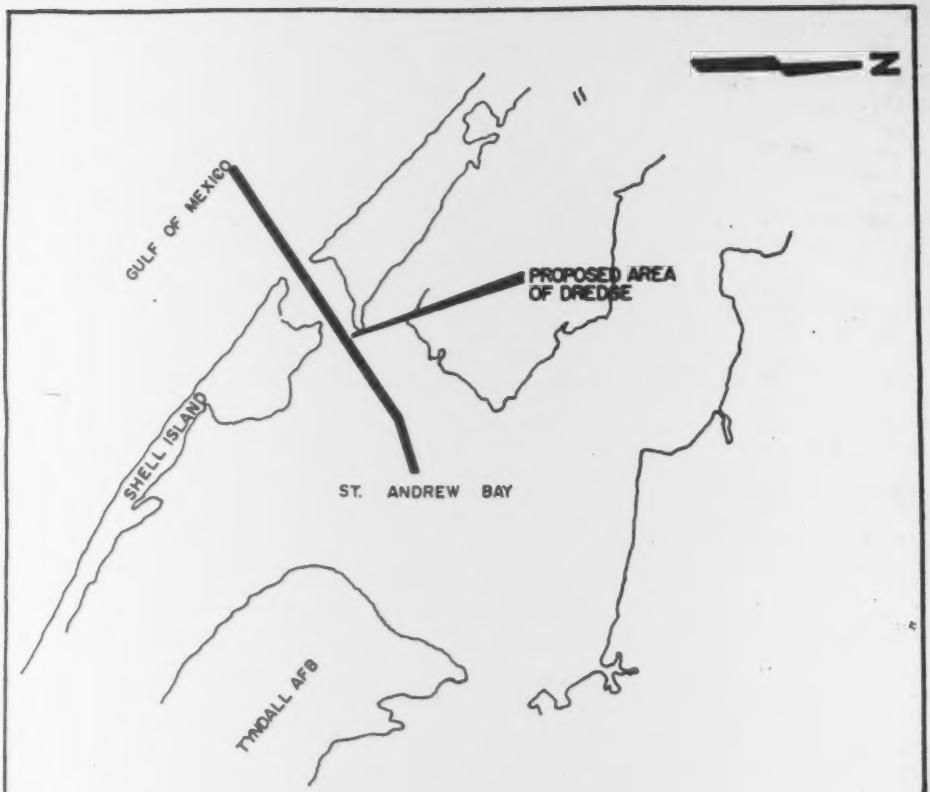
This project proposes to dredge contaminated sediments from the Miami River. The project area includes the six miles of the Miami River in Dade County from its mouth to a point past 36th Street, where it joins the Miami Canal, as well as the 14 miles of the canal within Dade County. An April 1, 1986, Draft Feasibility Report investigated the feasibility of dredging the Miami River to improve water quality. The Corps recommended no federal participation due to a lack of National Economic Development benefits. In December 1989, the Corps completed another Draft Feasibility Report which recommended no federal participation except for maintenance dredging of the navigation channel. Maintenance dredging of the channel will remove much of the polluted sediments. However, those areas of the river outside of the channel would remain polluted. Funds are still needed to clean up those areas. Outstanding environmental issues are disposal options and dredging methods.

The river is a Federal navigation project with authorized channel depths of fifteen feet. Development over many years has caused serious water quality problems in the river, and removal of the contaminated sediments would reduce those problems. Studies already completed by both DER and the Corps confirm that the sediments are heavily polluted. The Miami River Coordinating Committee devised means of improving all aspects of this major urban waterway. Water quality improvement is an objective of the committee and they have recommended removal of the sediments.

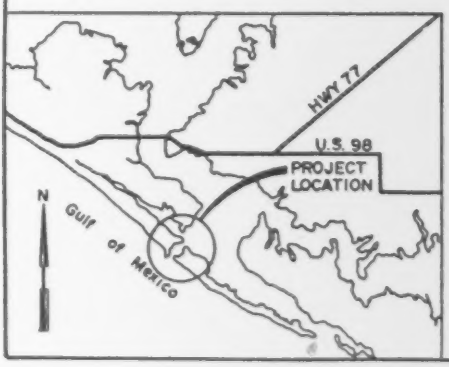
The Water Resources Development Act of 1986 authorized the Corps to remove the polluted bottom sediments in the river and Seybold Canal. It also authorized a $50,000 grant to establish a Miami River Management Commission. Both activities are supported by the state.

Proposed Benefits

The Miami River is an underused urban resource. The Miami River Coordinating Committee and Dade County are striving to improve the river's value for navigation, recreation, tourism, and as an aesthetic amenity. The polluted sediments in the navigation channel are degrading water quality and preventing full use of a major urban river. The polluted sediments are also causing degradation of Biscayne Bay.



ENLARGED SITE PLAN



MARCH 1988

BCM

BCM CONVERSE, INC.
Engineers, Planners, Scientists

Panama City Harbor

Sponsor: Panama City Port Authority
County: Bay

Type Application: Study
Benefit/Cost Ratio: N/A

Estimated Federal Cost	300,000
Estimated Non Federal Cost	100,000
Federal Funds Through FY 90	0
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	200,000

History/Description

This study involves the review and reevaluation of a 1976 Feasibility Report which concluded that vessel activity in the port was not adequate to justify funding for deepening the entrance channel and the turning basins. This study will determine if an increase in vessel traffic and deletion of the turning basin deepening plan will result in a favorable benefit/cost ratio.

The number of vessels handled by the Panama City Port has increased more than 100% since the 1976 study. The vessel size using the port has also greatly increased. Existing channel depths within the harbor and the dockside facilities are adequate to accommodate deeper draft vessels. However, the shallow entrance channel limits access for larger vessels. The deepening of the entrance channel will remove this limitation.

Proposed Benefits

The increased depth will allow the deeper draft vessels to use the port's facilities. This should increase the port's revenue and allow it to continue to grow and support economic development in the Panama City area. An additional benefit may be realized through use of beach quality spoil to renourish the beaches of St. Andrews State Recreation Area.

CANAVERAL HARBOR, FLORIDA
OCEAN
ATLANTIC
MERRITT ISLAND
BANANA RIVER
INDIAN RIVER

Port Canaveral Harbor

Sponsor: Canaveral Port Authority
County: Brevard

Type Application: PE&D
Benefit/Cost Ratio:-----

Estimated Federal Cost	$ 700,000
Estimated Non Federal Cost	0
Federal Funds Through FY 90	300,000
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	400,000

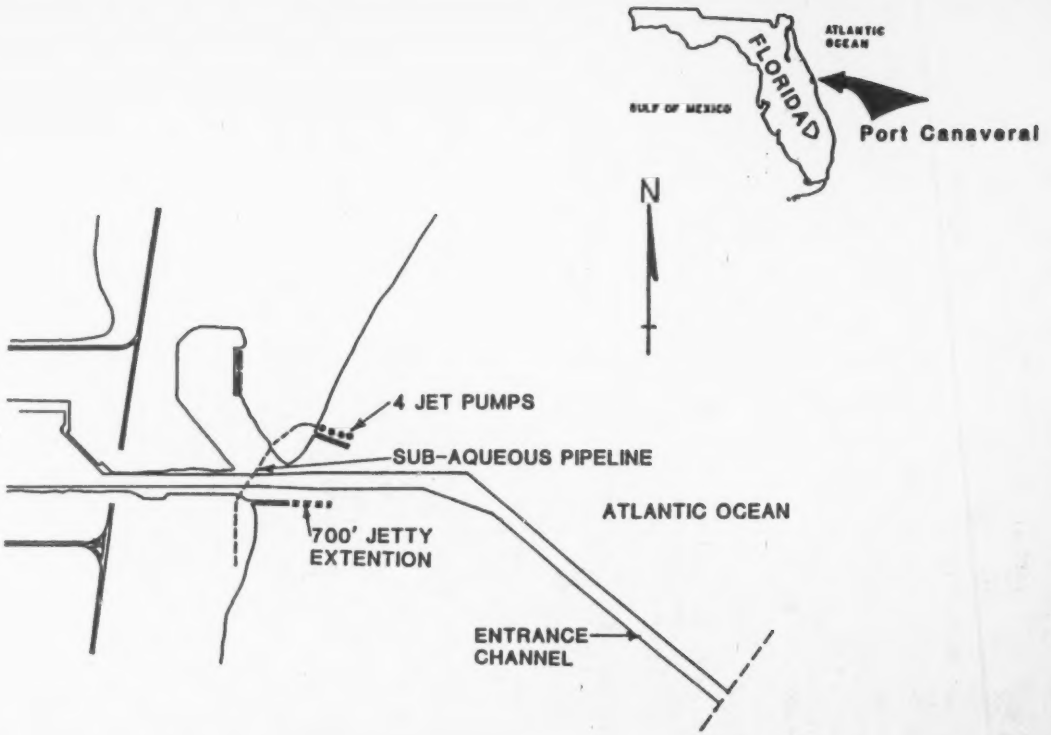
History/Description

Funds are being requested to develop plans and specifications for widening and deepening the Canaveral Harbor channel and deepening of the west turning basin. A possible expansion of federal maintenance dredging will also be evaluated.

FY 87 funds were appropriated for a reconnaissance study. This study demonstrated the need for a project and FY 89 funds were appropriated for a Feasibility Study. It will be completed in FY 90 and is expected to show a favorable benefit cost ratio.

Proposed Benefits

Channel and turning basin improvements will allow more economical shipping through accommodation of larger, deeper draft vessels. The port presently ships approximately 2.5 million tons annually and could potentially increase tonnage with an improved harbor. Cruise ship and ship repair operations would also benefit. Harbor safety would be improved by elimination of a bottleneck created by a 300-foot wide channel connecting the Trident basin to the middle turning basin. All other channels are 400 feet. Federal assumption of maintenance dredging would eliminate the inefficiencies associated with the current system in which the Port, the Corps of Engineers and the Navy all negotiate dredging contracts independently.



PORT CANAVERAL

SAND TRANSFER PROJECT

Port Canaveral Sand Transfer

Sponsor: Canaveral Port Authority
County: Brevard

Type Application: Construction
Benefit/Cost Ratio: 2.5:1

Estimated Federal Cost	5,400,000
Estimated Non Federal Cost	100,000
Federal Funds Through FY 90	0
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	5,400,000

History/Description

A sand transfer plant was authorized by the U. S. Congress in 1962 for mitigation as part of the Canaveral Port project, but was never constructed.

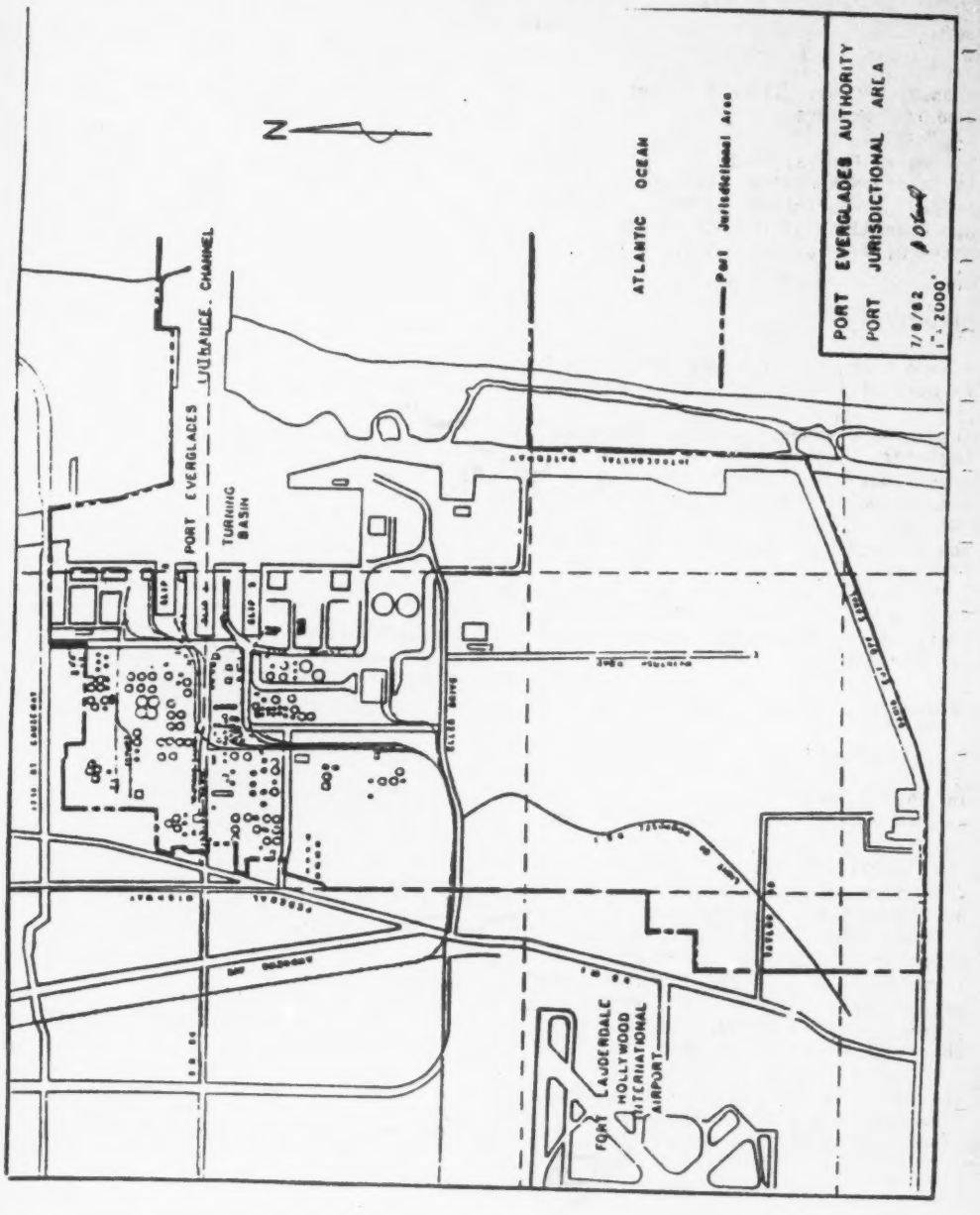
The revised General Design Memorandum is currently being reviewed by the Corps of Engineers South Atlantic Division. Preparation of contract plans and specifications, permitting and right-of-way acquisition is scheduled for completion in FY 90, thus setting the stage for construction in FY 91.

The project consists of installing four jet pumps on the north side of the north Canaveral jetty that will pump approximately 106,000 cubic yards per year through a subaqueous pipeline to the south side of the south jetty. In addition, the Corps plans to put 470,000 cubic yards of sand on the south side of the south jetty, every five years. The project also includes extension of the south jetty another 500 feet. By preparing and paving the top of the south jetty, a fishing pier that rivals the one at Sebastian Inlet will be created as an added recreational benefit to the project.

Proposed Benefits

In 1961, the U. S. Army Corps of Engineers estimated the littoral transport rate at Canaveral Harbor entrance at approximately 350,000 cu. yds per year to the south. A recent estimate done with greater precision using recent field data and the latest in computer programming, lowers this amount to approximately 200,000 cu. yds a year to the south. Thus, the beaches south of the jetty are deprived of nourishment because the channel acts as a sink for both sand and silt. Since it is impossible to separate the two, the Corps of Engineers, in its normal channel dredging maintenance, takes a mixture of both silt and sand out to sea. The sand transfer facility, complemented with an additional surcharge of sand every five years, will minimize the effect of the channel on the neighboring southern beaches. The extension of the south jetty will minimize capture of sand by the channel during periods when the littoral drift is to the north.

The benefits derived from this project are that it will restore the natural sand flow and thus nourish the beaches to the south of the port entrance, reduce the sand trapped in the channel, as well as reducing the costs of channel maintenance.


N
ATLANTIC OCEAN
Port Jurisdictional Area
PORT EVERGLADES AUTHORITY
PORT JURISDICTIONAL AREA
7/8/82
1" = 2000'
PORT EVERGLADES ENTRANCE CHANNEL
TURNING BASIN
FORT LAUDERDALE HOLLYWOOD INTERNATIONAL AIRPORT

Port Everglades

Sponsor: Port Everglades Authority
County: Broward

Type Application: PE&D
Benefit/Cost Ratio:

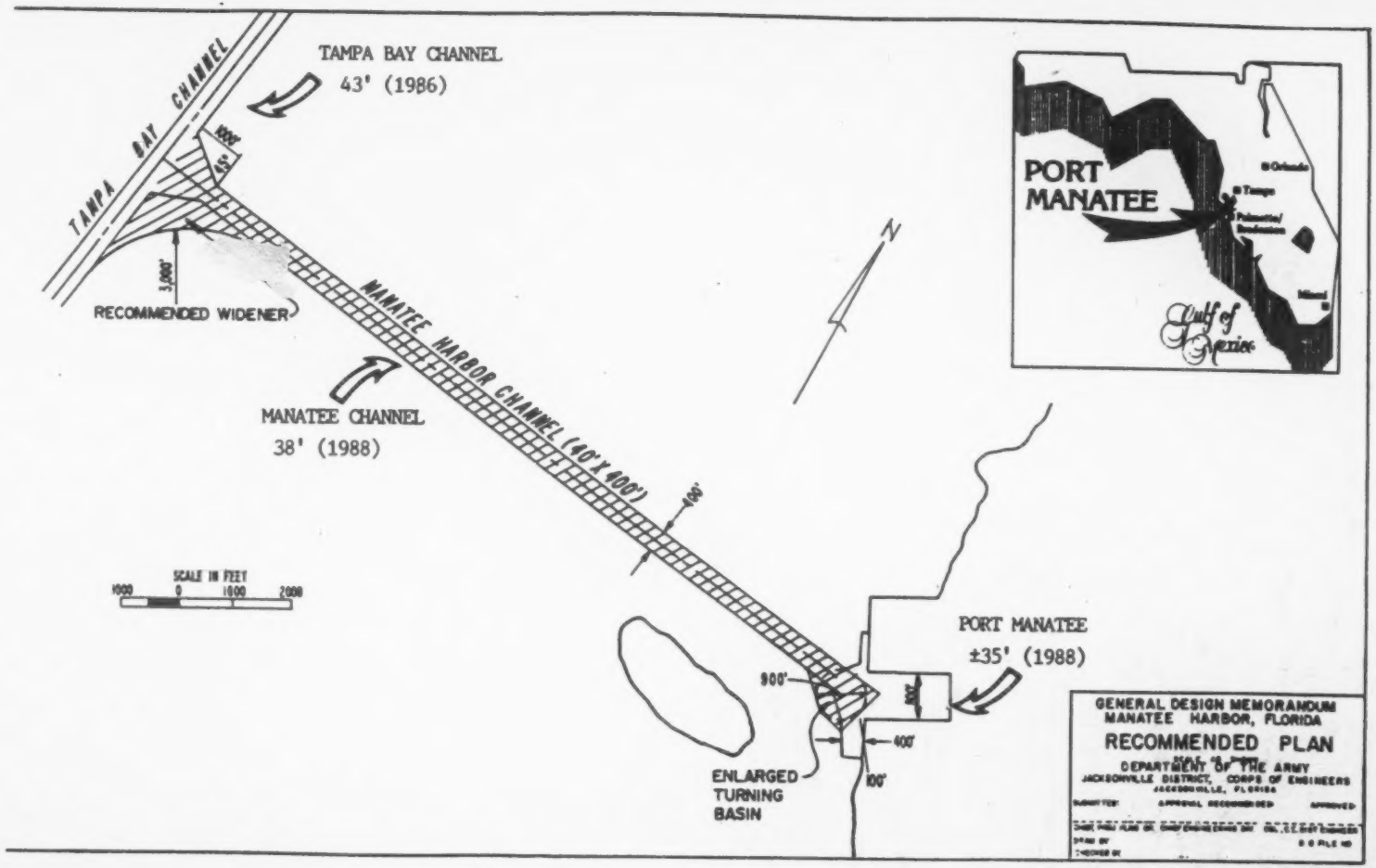
Estimated Federal Cost	500,000
Estimated Non Federal Cost	0
Federal Funds Through FY 90	50,000
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	250,000

History/Description

Port Everglades is the second largest cruise ship port in the world. It serves import and export markets. It includes a foreign trade zone, a major container trade, general cargo, and petroleum imports. The port master plan predicts major expansion. The increased activity will require improvements to landside and channel facilities. FY 91 funds would be used to develop preliminary engineering and design specifications for the construction of channel improvements and additional berthing facilities to accommodate a proposed increase in cruise ship activity.

Proposed Benefits

The enhancement of Port Everglades would benefit its market area, which includes most of South Florida. A recent economic impact study estimates the port's annual economic impact on Broward County to be $2.5 billion. By the Year 2000, the economic impact will increase to 3.8 billion. The total number of direct jobs generated by Port Everglades is 20,000 and indirect jobs is 60,000. Improvements of Port Everglades can substantially contribute to the well-being of the regional economy.


TAMPA BAY CHANNEL
43' (1986)
TAMPA BAY CHANNEL
RECOMMENDED WIDENER
MANATEE CHANNEL
38' (1988)
MANATEE HARBOR CHANNEL (400' X 400')
SCALE IN FEET
1000 0 1000 2000
PORT MANATEE
±35' (1988)
ENLARGED TURNING BASIN
PORT MANATEE
Gulf of Mexico
GENERAL DESIGN MEMORANDUM
MANATEE HARBOR, FLORIDA
RECOMMENDED PLAN
DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT, CORPS OF ENGINEERS

Port Manatee Project

Sponsor: Manatee County Port Authority
County: Manatee

Type Application: Construction
Benefit/Cost Ratio: 9.3:1

Estimated Federal Cost	9,750,000
Estimated Non Federal Cost	12,580,000
Federal Funds Through FY 90	1,088,000
Non Federal Funds Through FY 90	12,580,000
State of Florida Request for FY 91	8,662,000

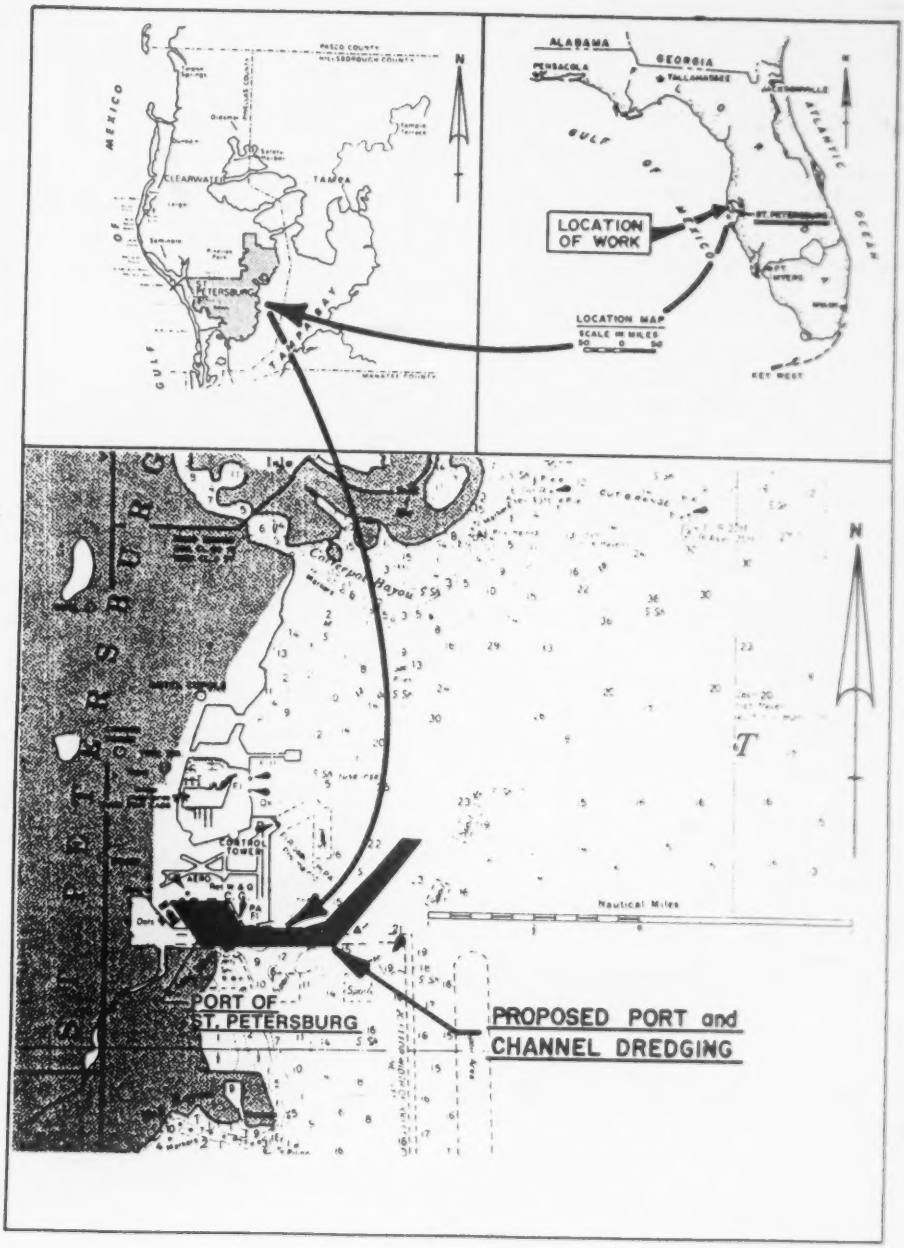
History/Description

The Port Manatee Project is a proposal for federal assumption of maintenance dredging of the existing navigation channel constructed by the Manatee County Port Authority. The authorized project involves removal of materials deposited in the channel since its construction and new construction at the ends of the channel to improve navigational safety. The channel dimensions would be 400 feet wide by 40 feet deep at mean low water (the same as originally constructed by the Port Authority) plus two feet allowable overdredging. Total channel length would be 2.65 miles, extending from the port facilities to the main Tampa Harbor Channel. The selected "Environmental Quality" plan of spoil disposal includes 100% upland disposal.

The Feasibility Report includes mitigation for the environmental damage done by the dredging. Ten acres of an existing above-water spoil island would be lowered to 2 feet mean low water to compensate for the destruction of 6.6 acres of vegetated shallow bay bottom caused by the enlargement of the turning basin. Vegetation planting is not planned, as the Corps of Engineers believes that the lowered area will revegetate itself naturally. A detailed, site specific mitigation plan will be developed by the Corps and local sponsor before construction.

Proposed Benefits

The Port of Manatee currently serves the local area for both oil imports and phosphate exports. The Feasibility Report and the Environmental Impact Statement were published in 1979 and supported the project. Construction of the project was authorized under the Water Resources Development Act of 1986.


ALABAMA
GEORGIA
PENSACOLA
TALLAHASSEE
JACKSONVILLE
GULF OF MEXICO
ATLANTIC OCEAN
LOCATION OF WORK
ST. PETERSBURG
LOCATION MAP
SCALE IN MILES
KEY WEST
MEXICO
CLEARWATER
TAMPA
GULF OF MEXICO
N
Cut-off Canal
Coffee Pot Bayou
CONTROL TOWER
AERO
Nautical Miles
PORT OF ST. PETERSBURG
PROPOSED PORT and CHANNEL DREDGING

Port of St. Petersburg

Sponsor: City of St. Petersburg
County: Pinellas

Type Application: Study
Benefit/Cost Ratio: N/A

Estimated Federal Cost	140,000
Estimated Non Federal Cost	140,000
Federal Funds Through FY 90	75,000
Non Federal Funds Through FY 90	37,500
State of Florida Request for FY 91	65,000

History/Description

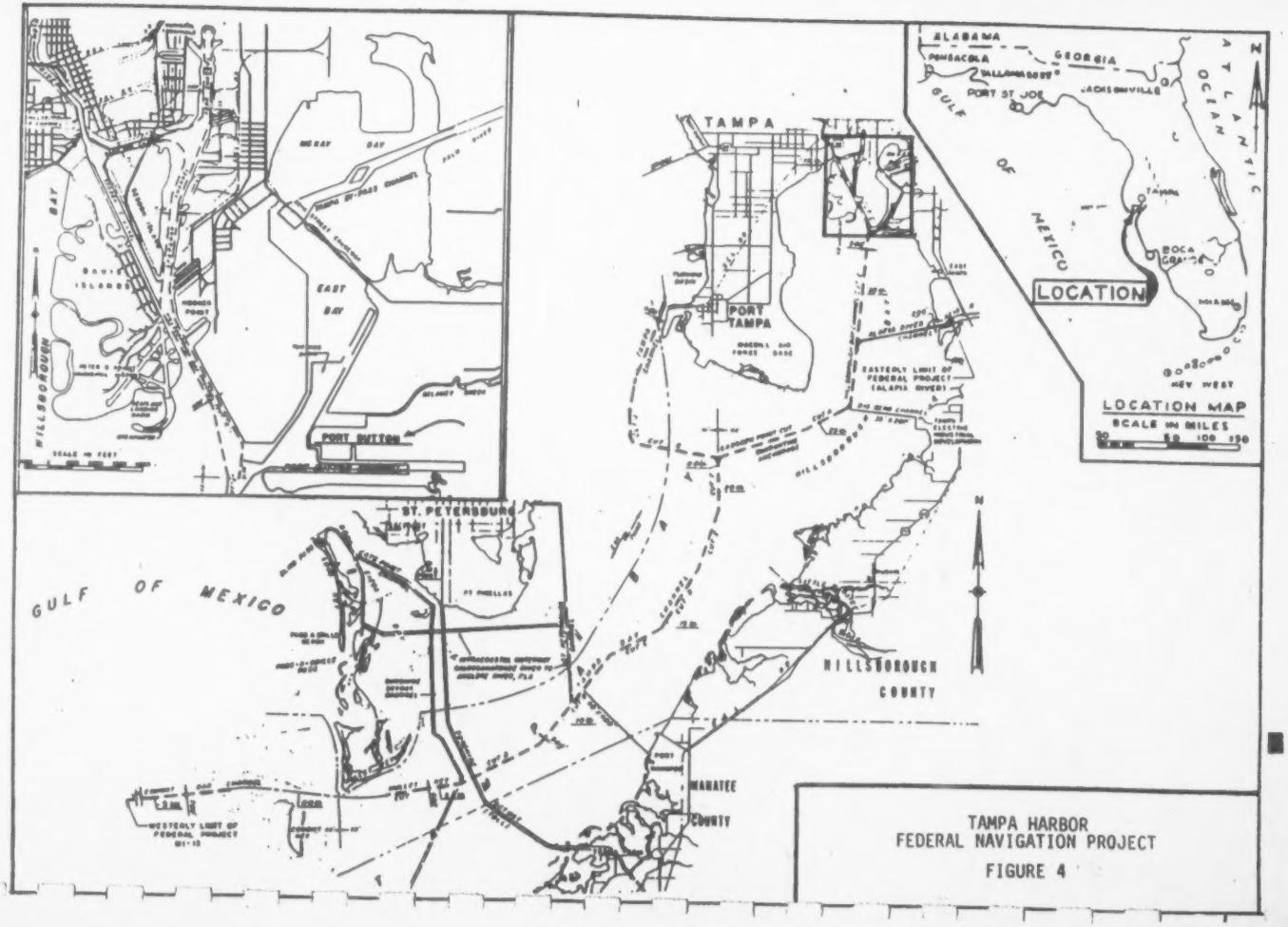
The City of St. Petersburg submitted a request in FY 88 for funds to dredge the Port channel and basin. Although the current depth of 22 feet is sufficient for most of the current ship traffic through the harbor, the Port seeks to continue the development of substantial cruise ship activity in St. Petersburg. This activity has a controlling depth need of 24-27 feet.

The Corps conducted a benefit/cost analysis of a 24-foot depth in 1981 and found that such a project, without cruise ship activity, could not be economically justified. However, in January 1985, the Port began sustained cruise ship operations by hosting Commodore Cruise Lines' 480 ft. vessel, M S. Boheme. Although sale of this vessel in December 1986 ended Commodore's use of the Port, start-up of very successful Sea Escape cruise operations in December 1987 has once again established St. Petersburg as an operational cruise ship port. An environmental and economic Reconnaissance Study completed in early 1987 is currently under review. FY 91 funds will be used to restudy other potential markets, to validate the commercial benefits of expanded cruise port operations and to fund a Corps-sponsored feasibility study.

Proposed Benefits

The City's Comprehensive Plan and Port Master Plan are currently being updated and will address the increasing demand for and demonstrated success of cruise ship operations in Pinellas County. Current successful cruise operations, high passenger satisfaction, ease of public access to Port facilities, proximity to international airports by an interstate highway system, controlled ambience of the Port environment, and co-location of a full service general aviation airport markedly identifies the unique competitiveness of St. Petersburg in the cruise ship market. Both plans look to an expansion of cargo handling as a secondary port activity.

The City contends that existing tidal and wind conditions, as well as cruise ship operating experience, indicate that design considerations at times present inadequate navigational safety margins. Dredging would provide navigational safety improvement.



TAMPA HARBOR
FEDERAL NAVIGATION PROJECT
FIGURE 4

Port of Tampa
(Port Sutton)

Sponsor: Tampa Port Authority
County: Hillsborough

Type Application: Construction
Benefit/Cost Ratio: 3.6:1

Estimated Federal Cost	1,155,000
Estimated Non Federal Cost	390,000
Federal Funds Through FY 90	250,000
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	1,510,000

History/Description

The proposed construction would increase the depth of the existing 3,700-foot long by 200-foot wide Port Sutton Terminal channel from 34 feet to 43 feet below mean low water. Phosphate is the primary commodity moving through the terminal. This and other bulk commodities being shipped require deep-draft bulk carriers that draw in excess of 34 feet of water when fully loaded.

The $250,000 shown above as Federal Funds through FY 90 were appropriated outside of the Public Works Program and are not included as a portion of the current $1,510,000 request.

Proposed Benefits

The completion of this dredging project will allow fully loaded deep-draft vessels to navigate this channel. This will allow more cost-effective shipping which will help to improve the competitive advantage of phosphate in the world markets.

Punta Gorda Beach
L E M O N
B A Y
INNER CHANNEL 6'x80'
POTENTIAL STATE PARK BEACH DISPOSAL AREA (ONLY AS NEEDED TO CONTROL SEVERE EROSION)
G U L F O F M E X I C O
PETERSON ISLAND
MANASOTA KEY
18
WHIDDEN KEY
17
GROVE CITY ISLAND
D=2,500'
250'
81
POT DELETED 1-2-86
KNIGHT ISLAND
THORTON KEY
PIPELINE ACCESS ROUTES
OUTER CHANNEL 8'x200'
3,000'
SOUTH BEACH DISPOSAL AREA
29
STUMP PASS
RECOMMENDED PROJECT PLAN VIEW
1-2-86
1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

Stump Pass

Sponsor: Charlotte County
County: Charlotte

Type Application: P E & D
Benefit/Cost Ratio: 1.3:1

Estimated Federal Cost	375,000
Estimated Non Federal Cost	326,000
Federal Funds Through FY 90	0
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	375,000

History/Description

The Gulf Coast Passes Study was initiated in 1978 and originally included a total of six passes. All but two of these passes, Stump Pass and Big Sarasota Pass, were subsequently eliminated from further consideration. The Stump Pass project is requested by Charlotte County. The project would involve dredging a 200-foot wide exterior channel to a depth of 8 feet below mean low water with a 2-foot overdepth and an 80-foot wide by 6-foot deep interior channel with a 2-foot overdepth. Renourishment of a nearby beach by spoil disposal has been suggested as an additional benefit. The proposed project has received a DER permit. Congressional authorization is necessary, unless the project is completed under the Corps' Continuing Authority Program.

Proposed Benefits

In its Detailed Project Report, the Corps noted that the lack of adequate channel depths in Stump Pass has caused several problems:

1. Most area boaters are forced to use an alternate pass, thus causing inconvenience and increased travel costs.

2. Inlet shoaling frequently restricts passage of Coast Guard Auxiliary vessels on emergency missions.

3. The condition of Stump Pass makes it unsuitable as a harbor of refuge.

Potential benefits include the establishment of a reliable pass in the area, greater tidal flushing of bay waters, increased boat usage, and beach renourishment.

SHORE PROTECTION

20. Broward County Beaches (Hollywood/Hallandale)
21. Coast of Florida Erosion
22. Dade County Erosion Control
23. Delray Beach
24. Duval County Beaches
25. Ft. Pierce Beach
26. Indian River County Beaches (Vero Beach)
27. Manatee County (Anna Maria)
28. Martin County (Four-Mile Beach)
29. Miami Beaches (Dinner Key)
30. Miami Beaches (Virginia Key)
31. Miami Beaches (Waterfront Parks)
32. Miami Beaches (Watson Island)
33. Monroe County (Smathers Beach)
34. Palm Beach County (Coral Cove)
35. Palm Beach County (Jupiter/Carlin Park)
36. Palm Beach County (Lake Worth)
37. Palm Beach County (Mid-Town)
38. Palm Beach County (Ocean Ridge Beach)
39. Panama City Beaches
40. Perdido Key Beaches
41. Pinellas County (Sand Key)
42. St. Johns County Beaches (St. Augustine)
43. Sarasota County Beaches (Longboat Key)
44. Sarasota County Beaches (Venice/Caspersen)

SHORE PROTECTION

Broward County Beaches (Hollywood/Hallandale)

Coast of Florida Erosion

Dade County Erosion Control

Delray Beach

Duval County Beaches

Ft. Pierce Beach

Indian River County Beaches (Vero Beach)

Manatee County (Anna Maria)

Martin County (Four-Mile Beach)

Miami Beaches (Dinner Key)

Miami Beaches (Virginia Key)

Miami Beaches (Waterfront Parks)

Miami Beaches (Watson Island)

Monroe County (Smathers Beach)

Palm Beach County (Coral Cove)

Palm Beach County (Jupiter/Carlin Park)

Palm Beach County (Lake Worth)

Palm Beach County (Mid-Town)

Palm Beach County (Ocean Ridge Beach)

Panama City Beaches

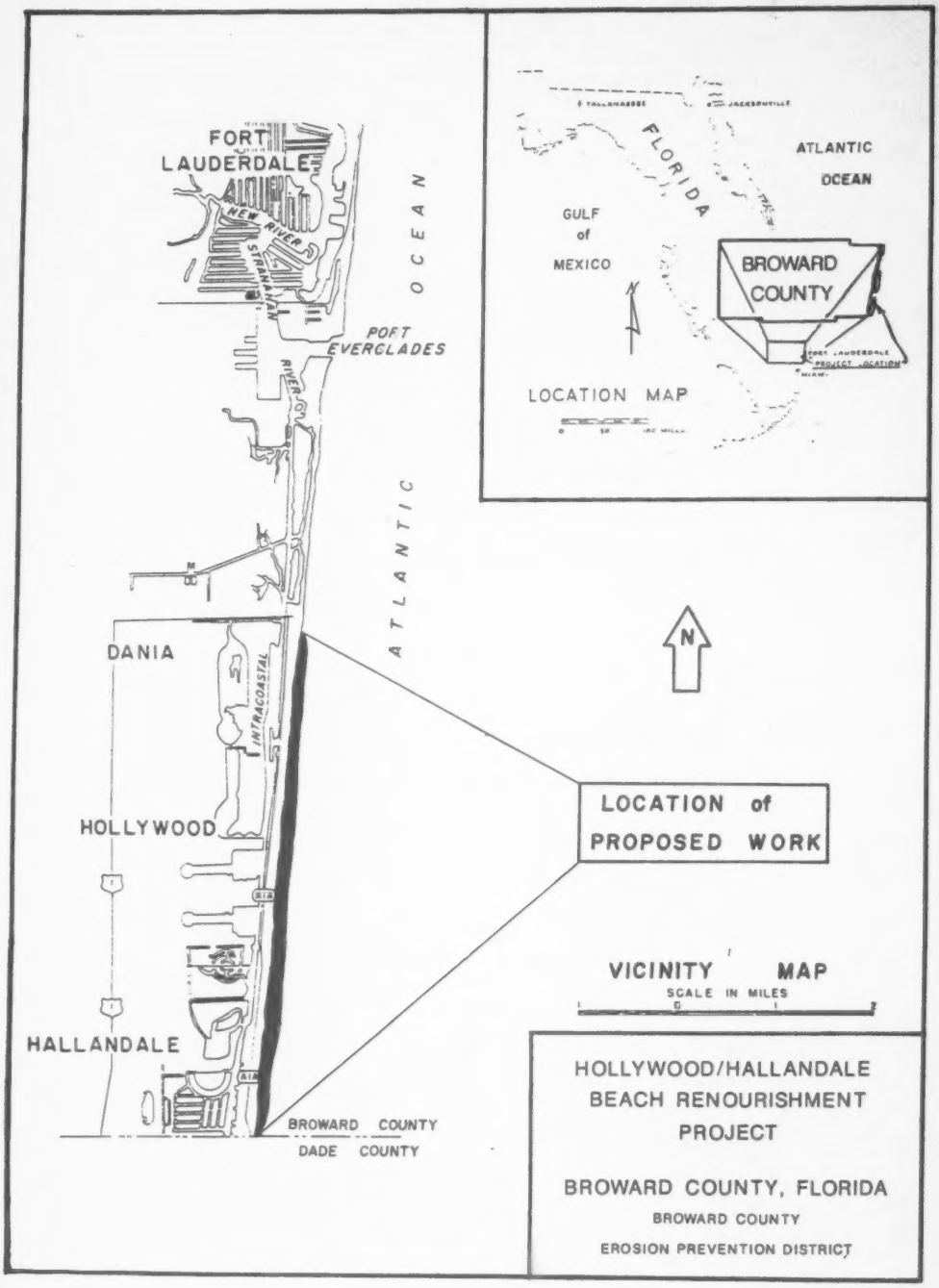
Perdido Key Beaches

Pinellas County (Sand Key)

St. Johns County Beaches (St. Augustine)

Sarasota County Beaches (Longboat Key)

Sarasota County Beaches (Venice/Caspersen)


FORT LAUDERDALE
NEW RIVER
STRANAHAN
OCEAN
PORT EVERGLADES
RIVER
ATLANTIC
DANIA
INTRACOASTAL
HOLLYWOOD
A1A
HALLANDALE
A1A
BROWARD COUNTY
DADE COUNTY
FLORIDA
ATLANTIC OCEAN
GULF of MEXICO
BROWARD COUNTY
LOCATION MAP
N
LOCATION of PROPOSED WORK
VICINITY MAP
SCALE IN MILES
HOLLYWOOD/HALLANDALE
BEACH RENOURISHMENT
PROJECT
BROWARD COUNTY, FLORIDA
BROWARD COUNTY
EROSION PREVENTION DISTRICT

Broward County
(Hollywood/Hallandale)

Sponsor: Broward County Erosion Prevention District	Type Application: Construction
County: Broward	Benefit/Cost Ratio: 3.9:1

Estimated Federal Cost	$7,350,000
Estimated Non Federal Cost	7,350,000
Federal Funds Through FY 90	0
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	7,350,000

History/Description

This is a new project which involves the restoration of 5.2 miles of beach in the municipalities of Hollywood and Hallandale in southern Broward County. Approximately one million cubic yards of material would be used to extend the beach seaward by 50 to 150 feet. Alternatives to offshore borrow sites are being studied to limit affects on offshore reefs.

Construction is scheduled from May to October in 1990. The FY 91 request is for reimbursement of the Federal portion of funds expended by the sponsor for project construction, engineering, and monitoring. The Corps has stated that reimbursement funds should be requested in FY 91.

The sponsor received authorization from the U. S. Army Corps of Engineers in 1965 to design and construct beach erosion control projects in the county. Four such projects have been done in the past, including the Hollywood/Hallandale portion. The current project area was initially restored in 1979 with two million cubic yards of material obtained from offshore borrow areas. The authorization also provided for federal financial participation in maintenance nourishment of the original project for 10 years after initial construction.

The project area includes a Broward County Park, city-administered public beach, condominiums and hotels, and retail shops. It is one of the most intensively used shorefronts in the State, especially during the winter season.

Proposed Benefits

The project was designed for a 10-year renourishment to protect the upland structures from a 20-year storm. Maintenance is required to return the project to its original design specifications, to restore adequate recreational beach and to provide protection from storm-induced damage to upland structures.

COAST OF FLORIDA EROSION AND STORM EFFECTS STUDY

Coast of Florida Erosion and Storm Effects

Sponsor: Florida Department of Natural Resources
County: Statewide

Type Application: Study
Benefit/Cost Ratio: N/A

Estimated Federal Cost	$7,750,000
Estimated Non Federal Cost	7,500,000
Federal Funds Through FY 90	1,423,000
Non Federal Funds Through FY 90	455,000
State of Florida Request for FY 91	750,000

History/Description

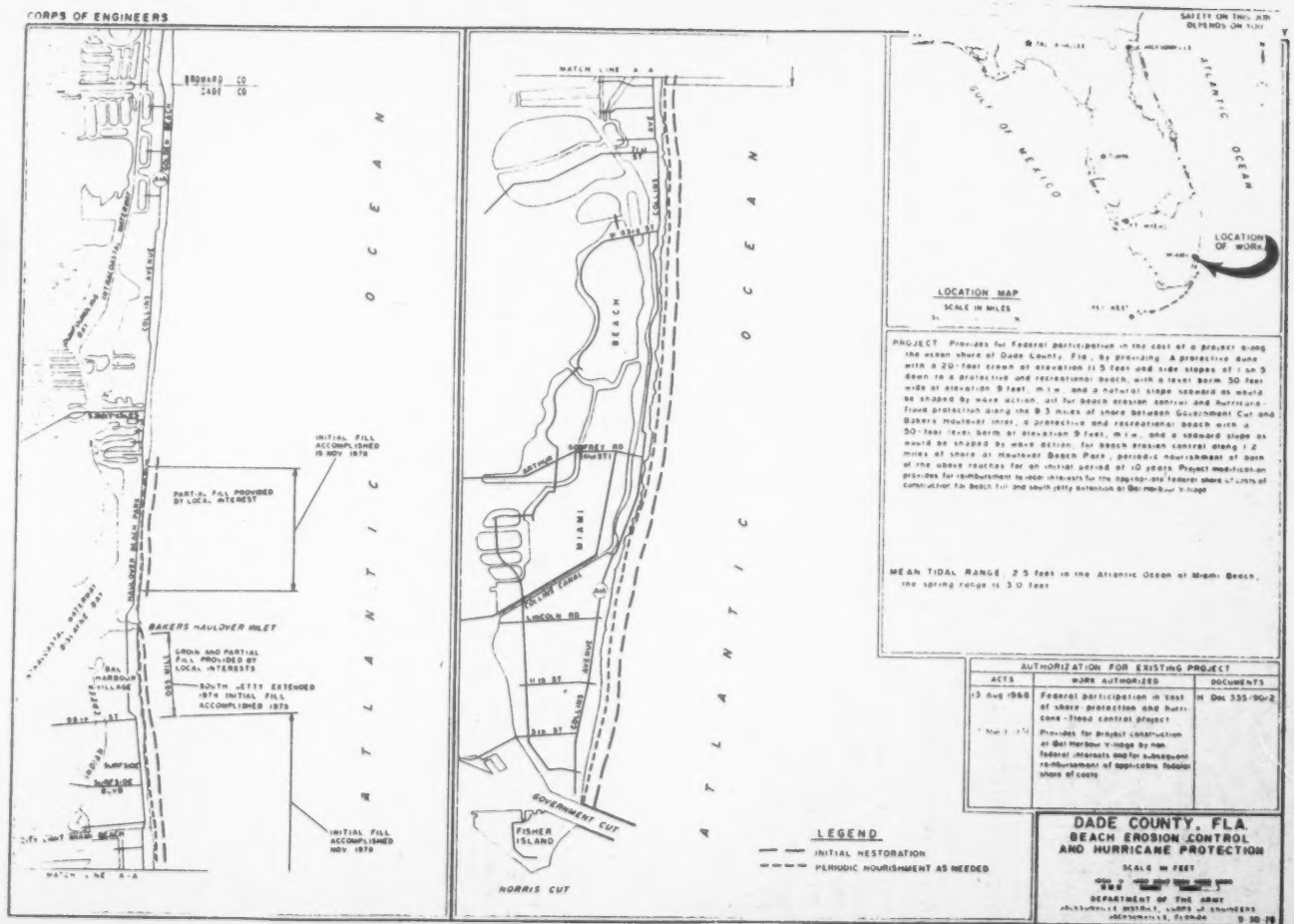
This proposal by the Florida Department of Natural Resources is for continuation of a statewide study of the status and dynamics of the coastal processes affecting Florida's beaches. The study will provide a much improved technical basis for assessing future coastal changes (whether man-induced or natural) by systematically collecting essential data and identifying the factors that cause coastal changes. Funds are being used to establish a statewide data collection network built upon existing data bases. Funds will also be used to create a storm assessment system, and to begin an intensive data collection effort along the 97 miles of shoreline from Juno Beach to Florida City (along Florida's southeast coast). Congress appropriated $250,000 in FY 85 to initiate this study. An additional $500,000 was appropriated in FY 86, $750,000 in FY 87, and $750,000 for FY 88.

Proposed Benefits

The coast of Florida, which includes 800 miles of high-quality sand beaches, is an extremely valuable state natural resource. This study will provide vital information for coastal resource management. Benefits will include: 1) a better scientific basis for decisions on coastal development, 2) improved effectiveness and reduced costs of future coastal works, 3) an improved basis for preventing storm damages, 4) an improved basis for regulatory decisions, such as the coastal construction control line, and 5) a better understanding of the long-term effects of rising sea level.

The damage done to much of Florida's central and northern Gulf Coast by hurricanes in 1985 demonstrates the need for this study.

CORPS OF ENGINEERS


BROWARD CO
DADE CO
COLLINS AVENUE
ATLANTIC OCEAN
INITIAL FILL ACCOMPLISHED 15 NOV 1970
PART-A FILL PROVIDED BY LOCAL INTEREST
BAKERS HAULOVER INLET
GROIN AND PARTIAL FILL PROVIDED BY LOCAL INTERESTS
SOUTH JETTY EXTENDED 1974 INITIAL FILL ACCOMPLISHED 1970
INITIAL FILL ACCOMPLISHED NOV 1970
MATCH LINE A-A
MATCH LINE A A
SURFSIDE
BAL HARBOUR
BAL HARBOUR VILLAGE
COLLINS AVE
HARDING AVE
96 ST
BATHING BEACH
SURFSIDE BLVD
SURFSIDE BLVD
SURFSIDE BLVD
COLLINS AVE
COLLINS AVE
COLLINS AVE

Dade County Beach Erosion Control

Sponsor: Metropolitan Dade County
County: Dade

Type Application: Construction
Benefit/Cost Ratio: 6.5:1.0

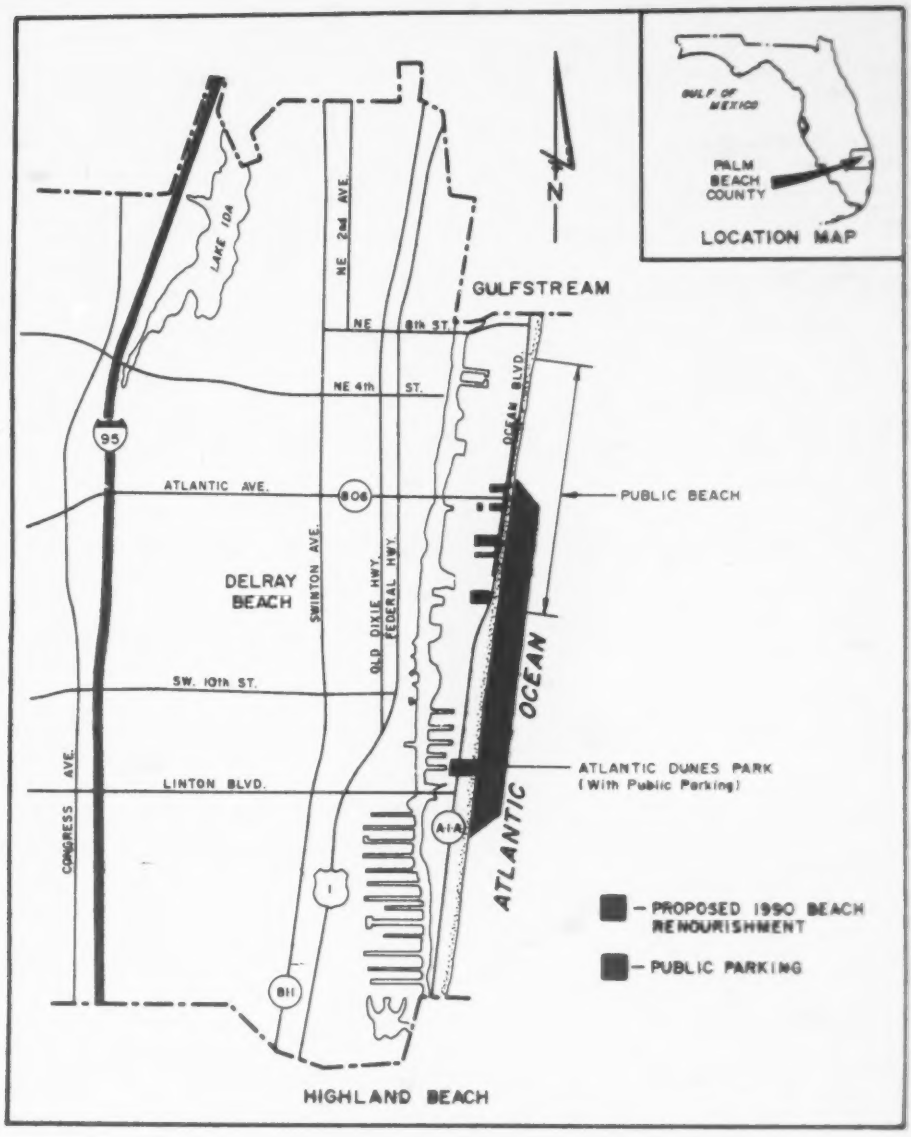
Estimated Federal Cost	50,900,000
Estimated Non Federal Cost	43,739,000
Federal Funds Through FY 90	38,854,000
Non Federal Funds Through FY 90	31,563,000
State of Florida Request for FY 91	2,400,000

History/Description

This request is to renourish previously restored portions of a 10.5-mile project. The request is based on predicted erosion rates and on the amount of material required to maintain full storm protection and recreational benefits. The exact limits of renourishment area are not known at this time. The intent is to renourish segments of the 10.5-mile project which have shown accelerated erosion. The FY 91 funding request is based on estimated nourishment needs through FY 91.

Proposed Benefits

The restored beach will maintain protection of upland property and provide improved recreational beaches.



CITY OF DELRAY BEACH, FLORIDA
BEACH RENOURISHMENT PROJECT

COASTAL PLANNING & ENGINEERING, INC., 3200 N. FEDERAL HIGHWAY, SUITE 123, BOCA RATON, FL 33431

Delray Beach

Sponsor: City of Delray Beach
County: Palm Beach

Type Application: Construction
Benefit/Cost Ratio: 3.4:1.0

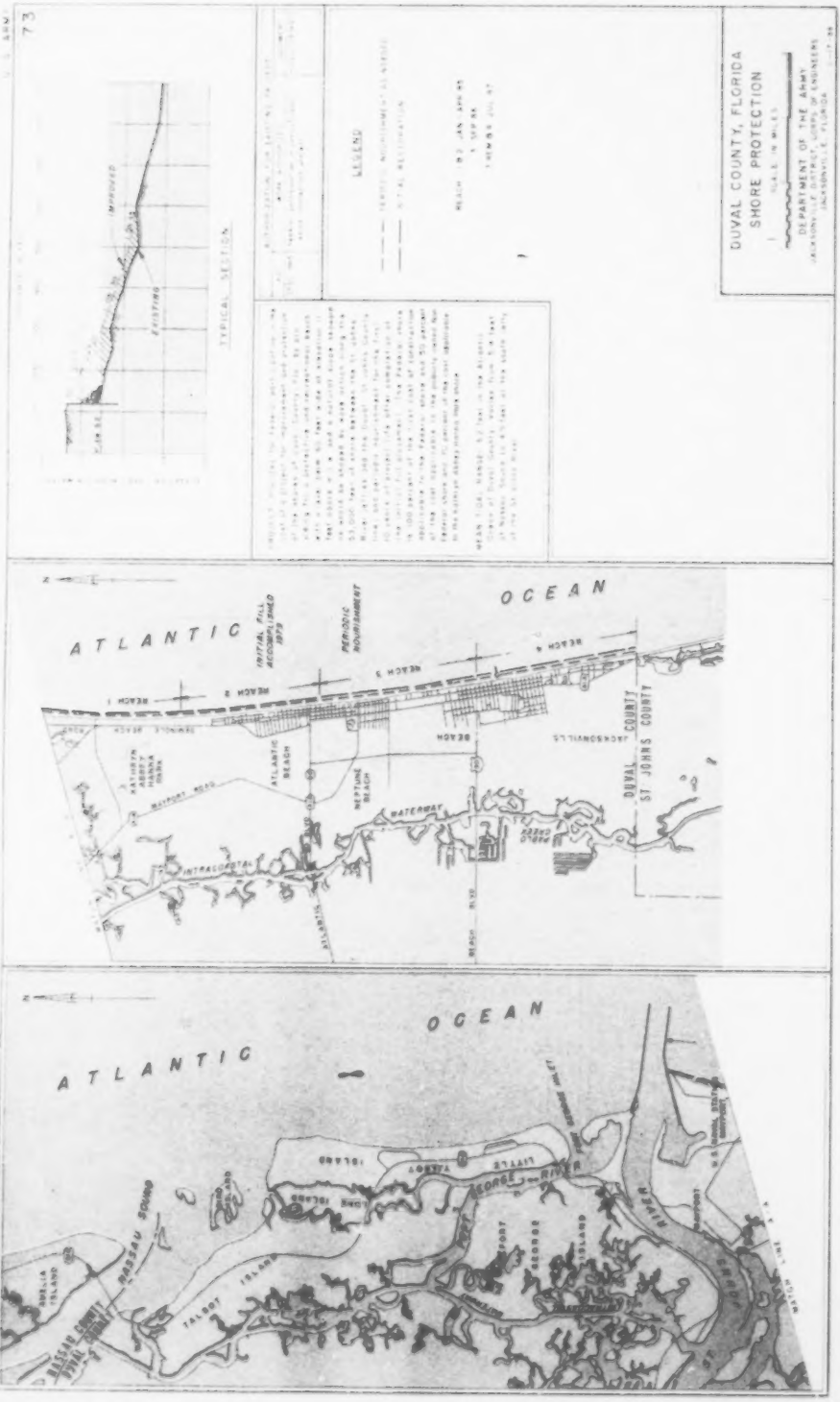
Estimated Federal Cost	$3,574,458
Estimated Non Federal Cost	2,757,542
Federal Funds Through FY 90	0
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	3,574,458

History/Description

Delray Beach was restored in 1973. Maintenance nourishment occurred during 1978 and 1984. A General Design Memorandum was prepared in 1984. A 15-month follow-up study was completed in 1986, a 27-month follow-up study was completed in 1987 and a General Design Memorandum is currently being prepared. The project is scheduled for construction in June 1990. The proposed project will replenish sand lost since the 1984 nourishment. FY 91 funds will be used to reimburse the city for design and construction expenses.

Proposed Benefits

The renourished beach will protect upland structures from erosion and will provide additional recreational areas for residents and tourists who provide a major source of income for the area. A major benefit will be the protection of State Road A1A.


DUVAL COUNTY, FLORIDA
SHORE PROTECTION
DEPARTMENT OF THE ARMY
TYPICAL SECTION
LEGEND
ATLANTIC
OCEAN
DUVAL COUNTY
ST JOHNS COUNTY
BEACH 1
BEACH 2
BEACH 3
BEACH 4
ATLANTIC BEACH
NEPTUNE BEACH
JACKSONVILLE
INTRACOASTAL WATERWAY
NASSAU SOUND
TALBOT ISLAND
ST JOHNS RIVER
ST GEORGE RIVER

Duval County Beach Renourishment

Sponsor: Duval County
County: Duval

Type Application: Construction
Benefit/Cost Ratio: 3.2:1.0

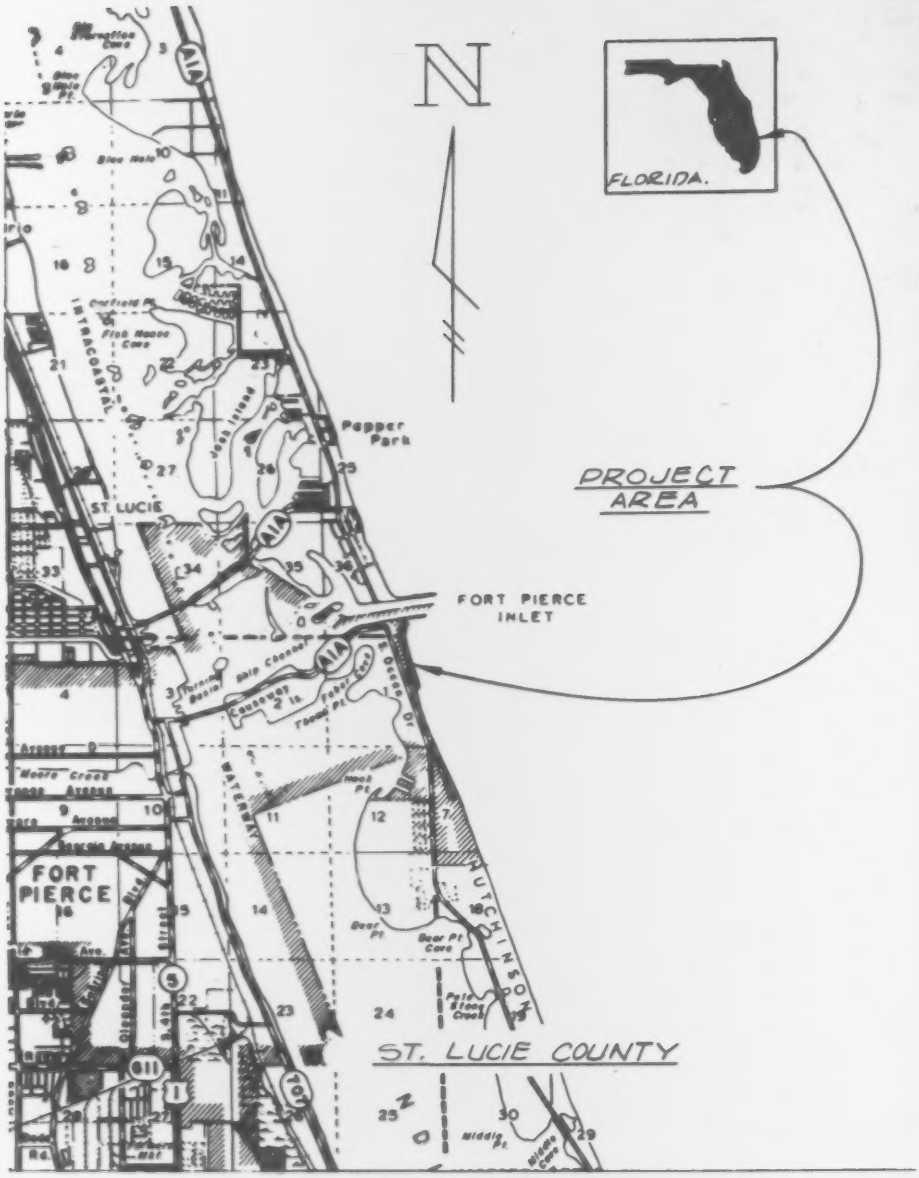
Estimated Federal Cost	$2,400,000
Estimated Non Federal Cost	1,600,000
Federal Funds Through FY 90	0
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	2,400,000

History/Description

Periodic renourishment of the beach is required to replace sand lost as a result of currents, winter storms and wind action. This phase of the project is expected to include the area from the vicinity of Atlantic Boulevard to the south for approximately three miles. The material will come from maintenance dredging of the St. Johns River and the Mayport Naval Basin or from an offshore borrow area.

Proposed Benefits

The renourishment will re-establish a desirable beach profile with a broad expanse of beach above high tide. This will provide increased protection for upland property and improve recreational opportunities and use.


N
FLORIDA.
PROJECT AREA
FORT PIERCE INLET
ST. LUCIE
FORT PIERCE
Pepper Park
INTRACOASTAL
WATERWAY
HUTCHINSON
ST. LUCIE COUNTY
A1A
Causeway
Moore Creek
Avenue
Street

Fort Pierce Beach

Sponsor: St. Lucie County
County: St. Lucie

Type Application: Study
Benefit/Cost Ratio: 2.5:1.0

Estimated Federal Cost	To Be Determined
Estimated Nonfederal Cost	*
Federal Funds Through FY 90	0
Nonfederal Funds Through FY 90	0
State of Florida Request FY 91	$100,000

History/Description

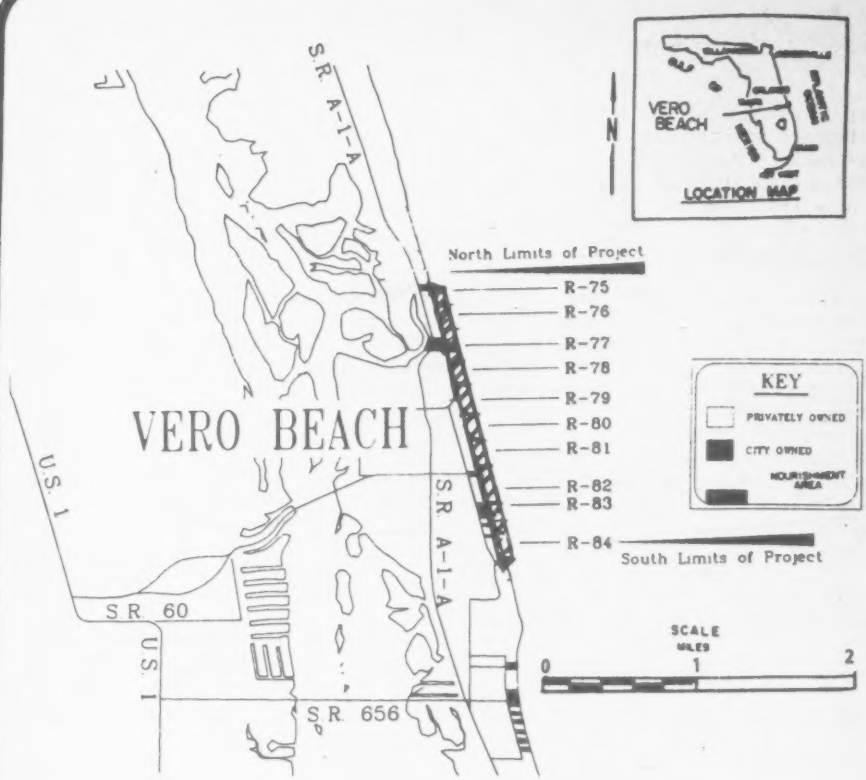
This proposal is to re-evaluate the feasibility of placing 350,000-450,000 cubic yards of sand on the beach beginning at the south jetty of Ft. Pierce Inlet and extending 1.3 miles to the south. The material would be taken from a borrow area 3,000 feet offshore. The beach to be nourished includes two public parks, South Shore Park (1,210 feet of beach frontage) and Surfside Park (550 feet of beach frontage). Both are fully open to public use.

The effect of sand movement in the longshore direction is most evident at Ft. Pierce Inlet, where the beach just south of the inlet has receded an average of 4.3 feet a year since 1930. During the same period the beach on the north side has advanced seaward. Previous beach nourishment projects have prevented the beach on the south side from eroding so far inward as to destroy both private and public property. However, 88% of benefits are attributable to recreation rather than property protection. This could jeopardize the planned equal division of cost between federal and nonfederal interests.

Authorization for the nourishment project has expired and must be obtained. The Corps is presently conducting a Section 111 report to study mitigation to compensate for the loss of shoreline due to the federal navigation project.

Proposed Benefits

Restoring the beach will preserve the existing recreational resource and protect capital investments. The two public beach parks in this area would continue to serve residents and visitors.



MODIFIED BEACH RESTORATION PROJECT

CITY OF VERO BEACH
INDIAN RIVER COUNTY
JANUARY 1990

Indian River County
(Vero Beach)

Sponsor: City of Vero Beach
County: Indian River

Type Application: Construction
Benefit/Cost Ratio: 1.44:1.0

Estimated Federal Cost	4,410,000
Estimated Non Federal Cost	3,760,000
Federal Funds Through FY 90	855,000
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	3,555,000

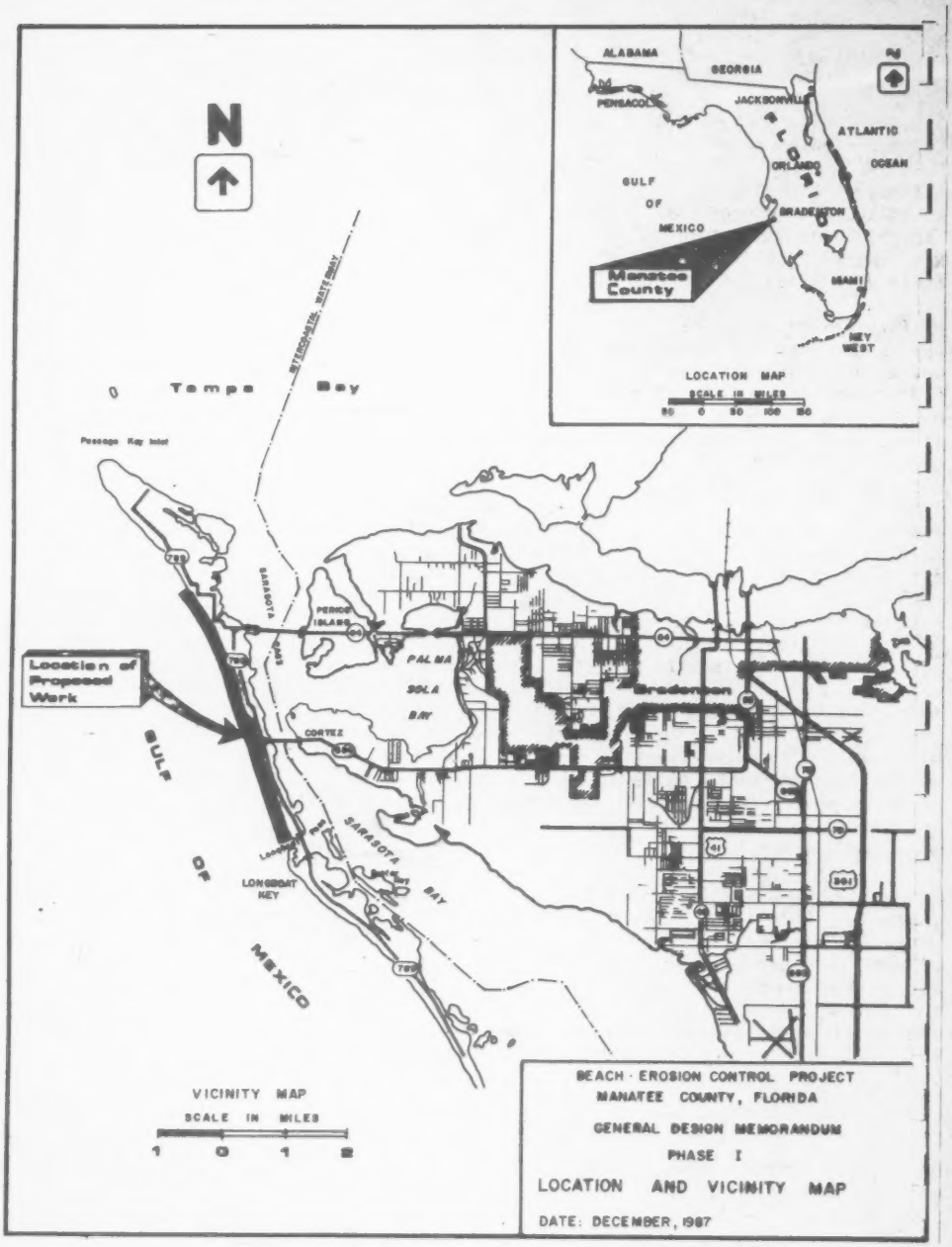
History/Description

During the past 20 years the beach has eroded 40 to 60 feet inland. During a seven year interval the annual rate of erosion increased from 2.5 to 4.7 cubic yards per linear foot of beach, but in a 3 day offshore low pressure storm in March 1989, the dune at Humiston Park eroded at the rate of 11.6 cubic yards per linear foot. If unchecked, this erosion will ultimately eliminate the dune and cause the destruction of single and multi-family structures, 2792 feet of public parks and 1,500 feet of City streets and utilities adjacent to the beach. The 1984 Thanksgiving Day Storm was so severe that Civil Defense declared an emergency evacuation when some of the older seawalls were destroyed and structures started falling into the ocean. This storm caused damage to public and private property estimated at $4.6 million dollars.

As a result of the electorate of the City rejecting a referendum on participating in a 14,000 foot restoration project, the Corps of Engineers has redesigned the project. By reducing the project length to 9,600 feet, the modified project will offer 10 year protection for valuable upland public and private properties by restoring 95 percent of eroding public parks and access points, and 90 percent of eroding, developed private property. Equally valuable nearshore marine habitat will be protected by avoidance, or by providing mitigation for the significant marine habitat that would unavoidably be affected. The city believes that the modified project will receive the necessary support of the electorate.

Proposed Benefits

A restored beach will reduce the need for additional storm protection structures (seawalls, bulkheads), reduce maintenance or destruction of older, existing storm protection structures, increase width of recreation beach, increase tourism, and prevent complete destruction of the dune system and the resultant inundation of the entire barrier island during storm conditions. Because the present beach is too narrow to provide a safe place for turtle nesting, the City in 1989 relocated 144 nests to a turtle hatchery. The restored beach will provide more adequate nesting opportunities for these federally endangered species.


N
ALABAMA
GEORGIA
PENSACOLA
JACKSONVILLE
ATLANTIC
OCEAN
ORLANDO
GULF
OF
MEXICO
BRADENTON
Manatee County
MIAMI
KEY WEST
LOCATION MAP
SCALE IN MILES
50 0 50 100 150
Tampa Bay
Passage Key Inlet
INTRACOASTAL WATERWAY
PERICO ISLAND
PALMA SOLA BAY
Bradenton
CORTEZ
Location of Proposed Work
GULF OF MEXICO
LONGBOAT KEY
SARASOTA BAY
VICINITY MAP
SCALE IN MILES
1 0 1 2
BEACH · EROSION CONTROL PROJECT
MANATEE COUNTY, FLORIDA
GENERAL DESIGN MEMORANDUM
PHASE I
LOCATION AND VICINITY MAP
DATE: DECEMBER, 1967

Manatee County
(Anna Maria Island)

Sponsor: Manatee County
County: Manatee

Type Application: Construction
Benefit/Cost Ratio:_____

Estimated Federal Cost	21,300,000
Estimated Non Federal Cost	16,300,000
Federal Funds Through FY 90	5,115,000
Non Federal Funds Through FY 90	5,350,000
State of Florida Request for FY 91	2,320,000

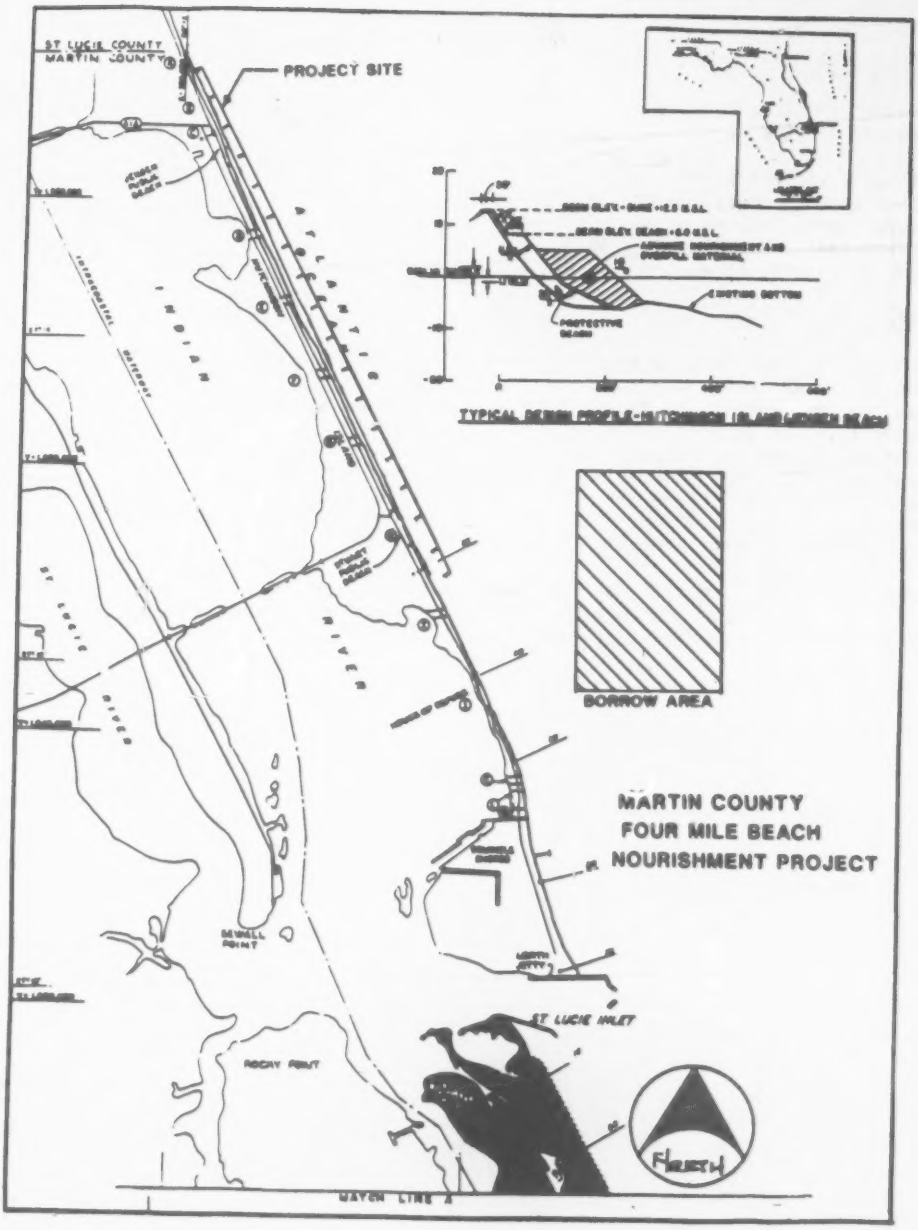
History/Description

The central and southern portions of Anna Maria Island are experiencing erosion. Local interests have constructed numerous seawalls, bulkheads, and other measures to prevent further shoreline recession. However, the uncoordinated application of protective structures has often accelerated loss of sand. The proposed project is 4.2 miles in length, and extends from Holmes Beach south to Longboat Pass. It includes groin reconstruction at Cortez Beach. This project has recently been increased from 3.9 to 4.2 miles. A revised General Design Memorandum and a supplement to the Environmental Impact Statement which address the increased project length will be finalized soon.

There have been problems in the past securing local matching money. However, after two damaging hurricanes in 1985, there is now renewed commitment from the project sponsor and beneficiaries.

Proposed Benefits

The improved beach would protect upland property and provide a recreational beach.


ST LUCIE COUNTY
MARTIN COUNTY
PROJECT SITE
TYPICAL BERM PROFILE-HUTCHINSON ISLAND-JENSEN BEACH
BORROW AREA
MARTIN COUNTY
FOUR MILE BEACH
NOURISHMENT PROJECT
ST LUCIE INLET
ROCKY POINT
MAYOR LINE A

Martin County
(Four Mile Beach)

Sponsor: Martin County
County: Martin

Type Application: PE&D
Benefit/Cost Ratio: 1.7:1.0

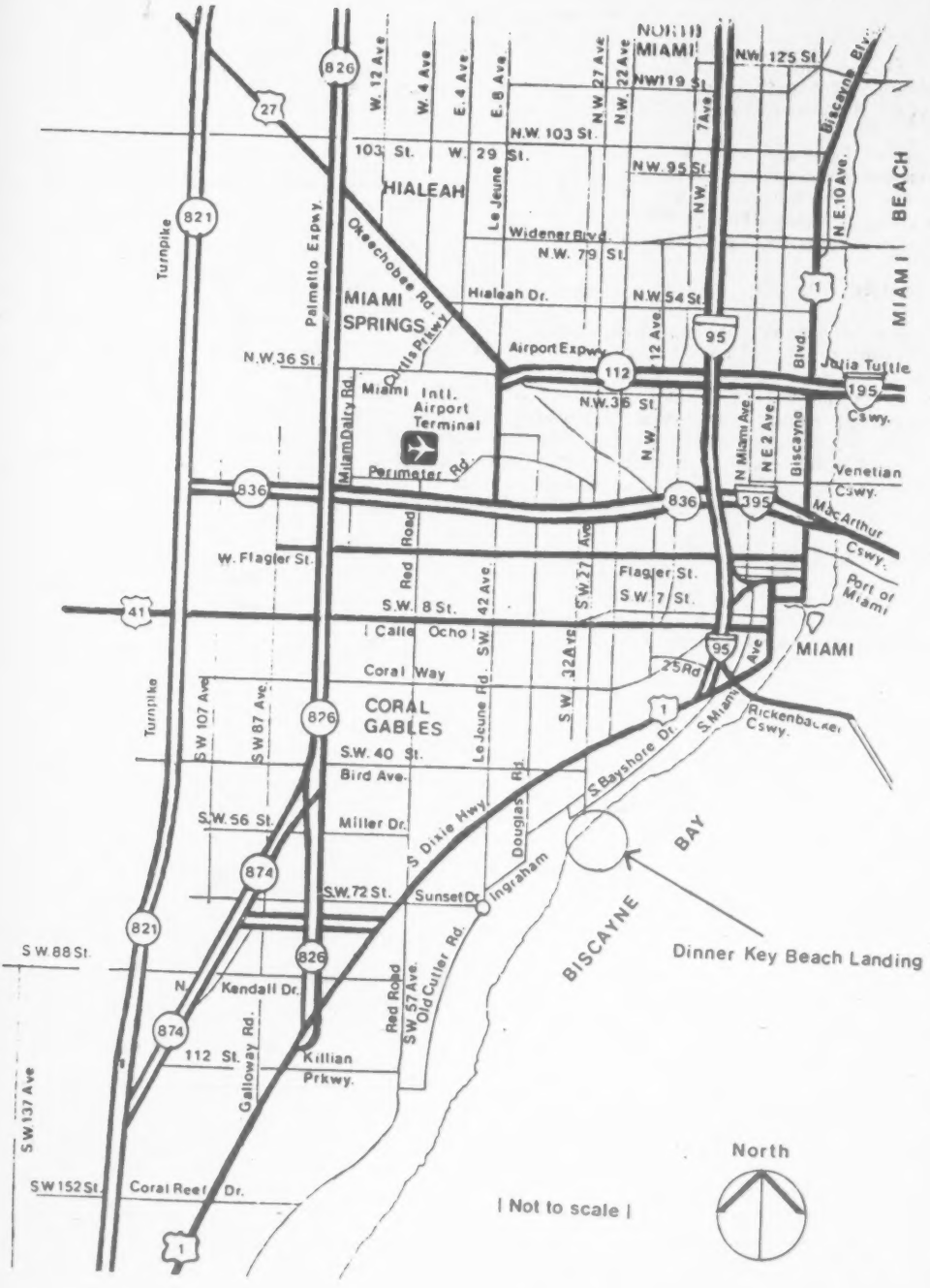
Estimated Federal Cost	$3,466,000
Estimated Non Federal Cost	4,988,000
Federal Funds Through FY 90	0
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	546,045

History/Description

The plan provides for restoring a protective beach along 4 miles of the northern shorefront of Hutchinson Island. The initial beach fill would restore the primary dune to a 20-foot wide crest, provide a 35-foot wide berm and a gentle slope to the existing bottom. It is anticipated that periodic renourishment will be required at 8-year intervals to replace erosion losses. This section of beach is a major sea turtle nesting area. It is estimated that approximately 1000 nests are made each year. Turtle protection during construction will be a major consideration. Dredging during winter months will be required to avoid impacts to turtle nesting. This project still requires Congressional authorization.

Proposed Benefits

The restored beach and dune area will protect the upland property from wave damage, will provide a sand beach for recreational purposes and will improve nesting opportunities for the federally endangered sea turtles.


NORTH MIAMI
NW 125 St
Biscayne Blvd
NW 119 St
NW 27 Ave
NW 22 Ave
NW 7 Ave
W. 12 Ave
W. 4 Ave
E. 4 Ave
E. 8 Ave
N.W. 103 St.
103 St.
W. 29 St.
HIALEAH
N.W. 95 St.
N.E. 10 Ave.
MIAMI BEACH
Le Jeune
Widener Blvd.
N.W. 79 St.
Hialeah Dr.
N.W. 54 St.
Turnpike
Palmetto Expwy.
Okeechobee Rd.
Curtis Pkwy.
MIAMI SPRINGS
Airport Expwy.
12 Ave
Julia Tuttle Blvd.
N.W. 36 St.
Miami Intl. Airport Terminal
Miami Dairy Rd.
Perimeter Rd.
N.W. 36 St.
N. Miami Ave.
NE 2 Ave.
Biscayne
Venetian Cswy.
MacArthur Cswy.
Port of Miami
Red Road
W. Flagler St.
S.W. 42 Ave.
S.W. 27 Ave.
Flagler St.
S.W. 8 St.
S.W. 7 St.
Calle Ocho
Coral Way
S.W. 32 Ave
25 Rd
MIAMI
S.W. 107 Ave
S.W. 87 Ave
CORAL GABLES
LeJeune Rd.
S.W. 40 St.
Bird Ave.
Douglas Rd.
S. Miami Ave
Rickenbacker Cswy.
S. Bayshore Dr.
S.W. 56 St.
Miller Dr.
S. Dixie Hwy.
Ingraham
BAY
S.W. 72 St.
Sunset Dr.
BISCAYNE
Dinner Key Beach Landing
S.W. 88 St.
N. Kendall Dr.
Old Cutler Rd.
S.W. 57 Ave.
112 St.
Killian Prkwy.
Galloway Rd.
S.W. 137 Ave
S.W. 152 St.
Coral Reef Dr.
North
Not to scale
826
27
821
874
836
41
95
112
195
1

Miami Beaches
(Dinner Key)

Sponsor: City of Miami
County: Dade

Type Application: Construction
Benefit/Cost Ratio:_____

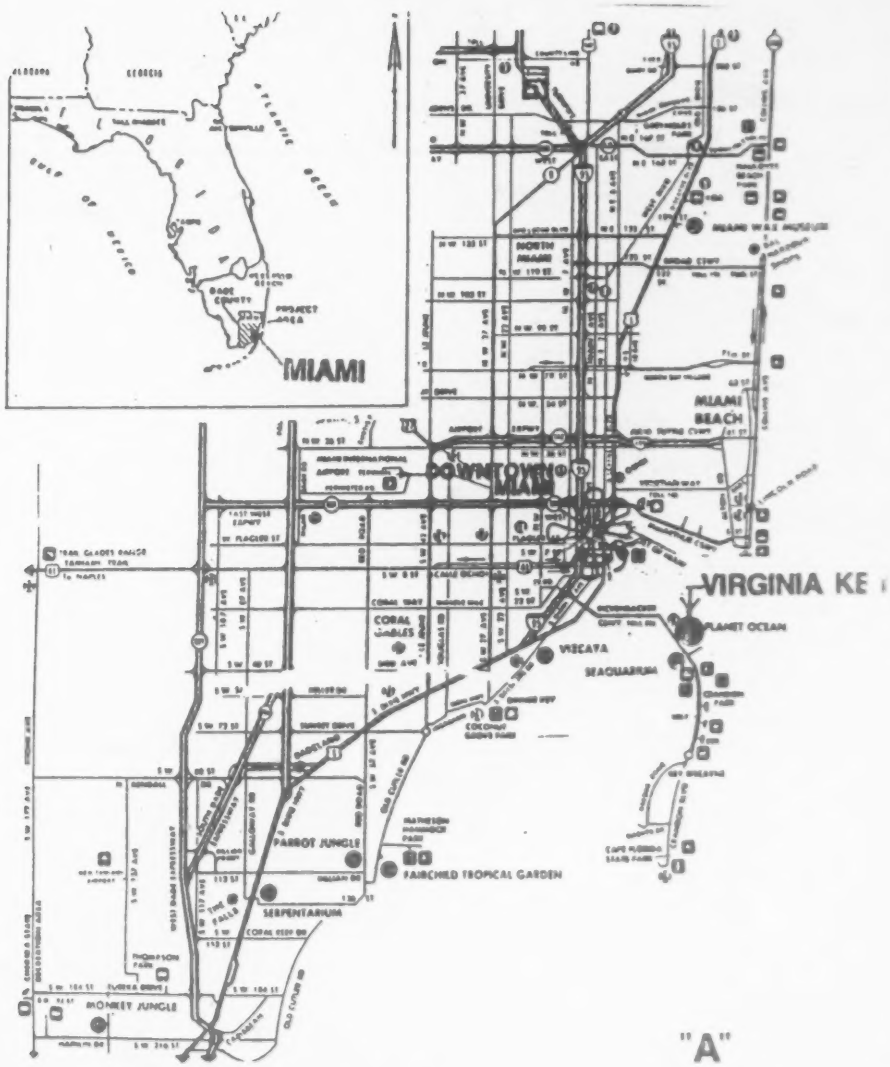
Estimated Federal Cost	$ 90,000
Estimated Non Federal Cost	108,500
Federal Funds Through FY 90	0
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	90,000

History/Description

The Dinner Key Beach project is located on the coast of the City of Miami. The project consists of restoration of a beach and shoreline, construction of a wooden landing pier, and construction of a protective barrier. The pier will provide access to a spoil island on the north side of Dinner Key Basin. The island contains a sandy beach which will be expanded. An adjacent swimming area will be protected from boating activity by construction of a piling barrier.

Proposed Benefits

The project will help to satisfy the area's increasing demand for swimming, fishing and boating activities.



"A"

PROJECT LOCATION

BEACH EROSION CONTROL PROJECT
VIRGINIA KEY PARK BARRIER ISLAND
CITY OF MIAMI

Miami Beaches
(Virginia Key)

Sponsor: City of Miami
County: Dade

Type Application: . Study
Benefit/Cost Ratio: N/A

Estimated Federal Cost	To Be Determined
Estimated Non Federal Cost	To Be Determined
Federal Funds Through FY 90	0
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	50,000

History/Description

This study proposes to develop methods for protection and enhancement of approximately 1.3 miles of Virginia Key Park Barrier Island shoreline. Proposed improvements will include placement of riprap, reconstruction of existing groin fields, renourishment of existing beach and relocation of a swimming area away from its present location in a hazardous high current, sharp drop off site.

Proposed Benefits

If this project is constructed it would preserve Virginia Key as a coastal barrier, enhance the recreational benefits of Virginia Key Park, reduce danger to swimmers, and reduce erosion, turbidity and sedimentation.

CITY OF MIAMI
Waterfront Parks – Shoreline Stabilization

Miami Beaches
(Waterfront Parks)

Sponsor: City of Miami
County: Dade

Type Application: Study
Benefit/Cost Ratio: N/A

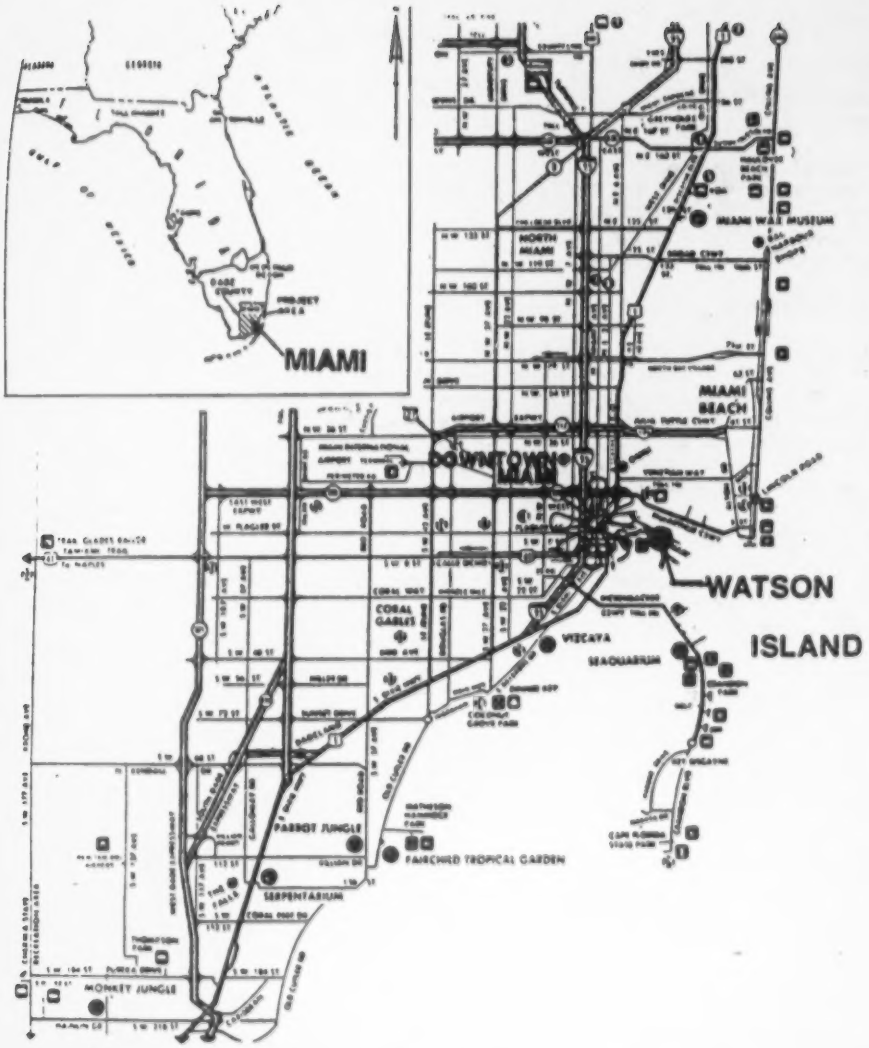
Estimated Federal Cost	$1,325,000
Estimated Non Federal Cost	750,000
Federal Funds Through FY 90	0
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	1,325,000

History/Description

This proposal will study the feasibility of construction of concrete bulkheads and limestone riprap along the shorelines of five City Parks: Legion, Morningside, Pace, Brickell and Peacock. The shorelines were stabilized many years ago with concrete rubble. This rubble has proven to be unstable and has allowed considerable erosion of the beach. Also, garbage accumulates within the randomly positioned rubble, creating a hazardous condition for persons attempting to walk on or swim adjacent to the rubble.

Proposed Benefits

The placement of riprap or concrete bulkheads will reduce erosion and resultant turbidity, improve the available habitat for marine species and remove hazards for people using the parks.



BEACH EROSION CONTROL PROJECT
WATSON ISLAND PARK
CITY OF MIAMI

PROJECT LOCATION

Miami Beaches
(Watson Island Park)

Sponsor: City of Miami
County: Dade

Type Application: Study
Benefit/Cost Ratio: N/A

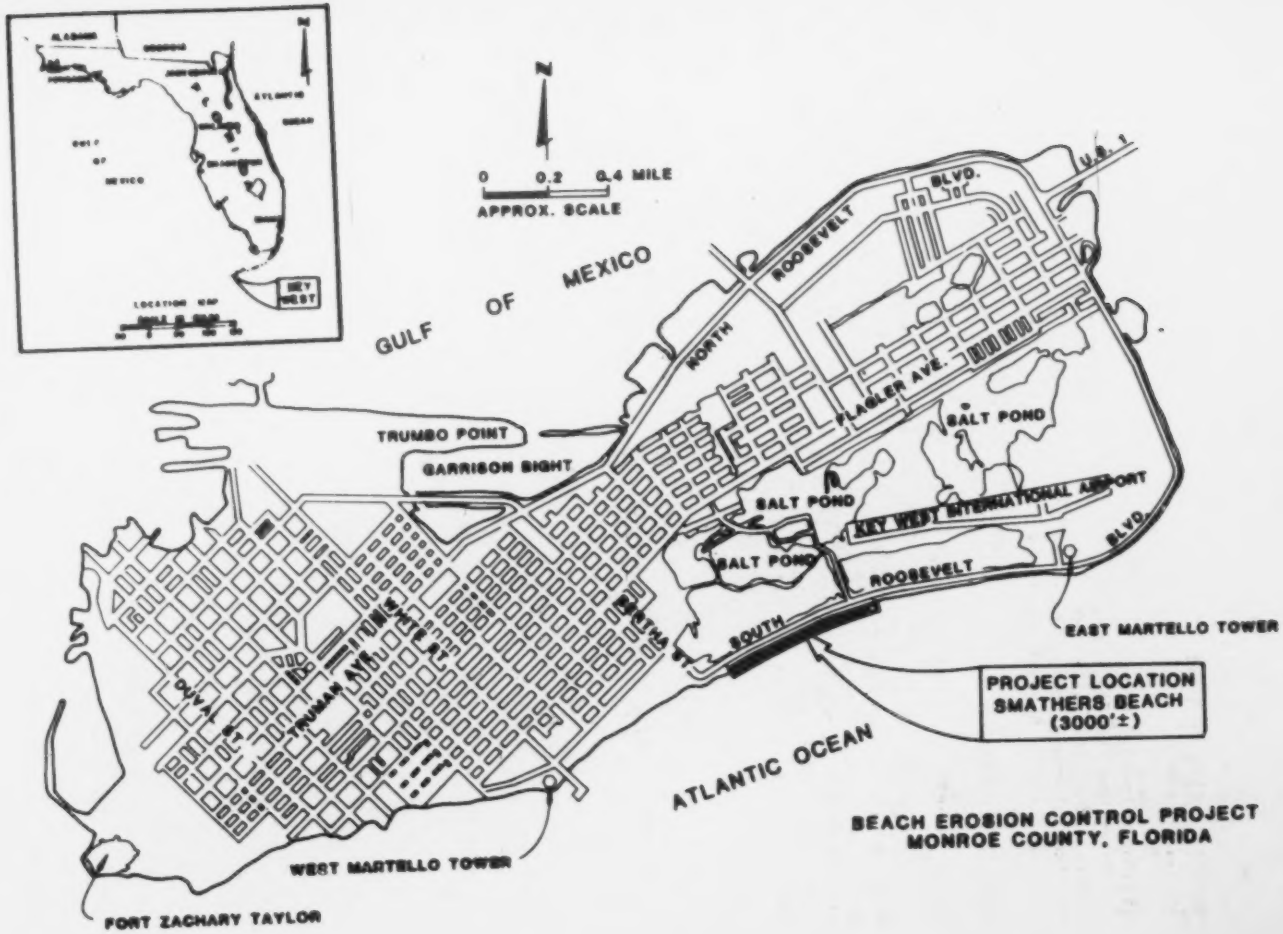
Estimated Federal Cost	To be Determined
Estimated Non Federal Cost	*
Federal Funds Through FY 90	0
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	50,000

History/Description

Watson Island is a spoil island located off the coast of Miami. The Study will determine the feasibility of removing the existing unconsolidated rubble and debris, regrading the site, placing small amounts of fill to level the shoreline, and installing approximately 1,300 linear feet of riprap to stabilize the shoreline along the badly eroded northern shore of Watson Island Park. This publicly-owned park is adjacent to the Intracoastal Waterway which generates significant boat traffic. Wakes from boats, as well as natural forces, are causing serious erosion and sedimentation problems.

Proposed Benefits

The park is extensively used by area residents and visitors. The shoreline protection will preserve a valuable tourist asset since it is located directly across from the Port of Miami, which is the largest passenger port in the nation.


KEY WEST
LOCATION MAP
N
0 0.2 0.4 MILE
APPROX. SCALE
GULF OF MEXICO
TRUMBO POINT
GARRISON BIGHT
NORTH
ROOSEVELT
BLVD.
U.S. 1
FLAGLER AVE.
SALT POND
SALT POND
KEY WEST INTERNATIONAL AIRPORT
SALT POND
ROOSEVELT
BLVD.
SOUTH
EAST MARTELLO TOWER
PROJECT LOCATION
SMATHERS BEACH
(3000'±)
ATLANTIC OCEAN
OLIVIA ST.
TRUMAN AVE.
STATE ST.
WEST MARTELLO TOWER
FORT ZACHARY TAYLOR
BEACH EROSION CONTROL PROJECT
MONROE COUNTY, FLORIDA

Monroe County
(Smathers Beach)

Sponsor: Monroe County
County: Monroe

Type Application: Construction
Benefit/Cost Ratio: 1.7:1

Estimated Federal Cost	$1,441,000
Estimated Non Federal Cost	1,441,000
Federal Funds Through FY 90	125,000
Non Federal Funds Through FY 90	
State of Florida Request for FY 91	1,316,000

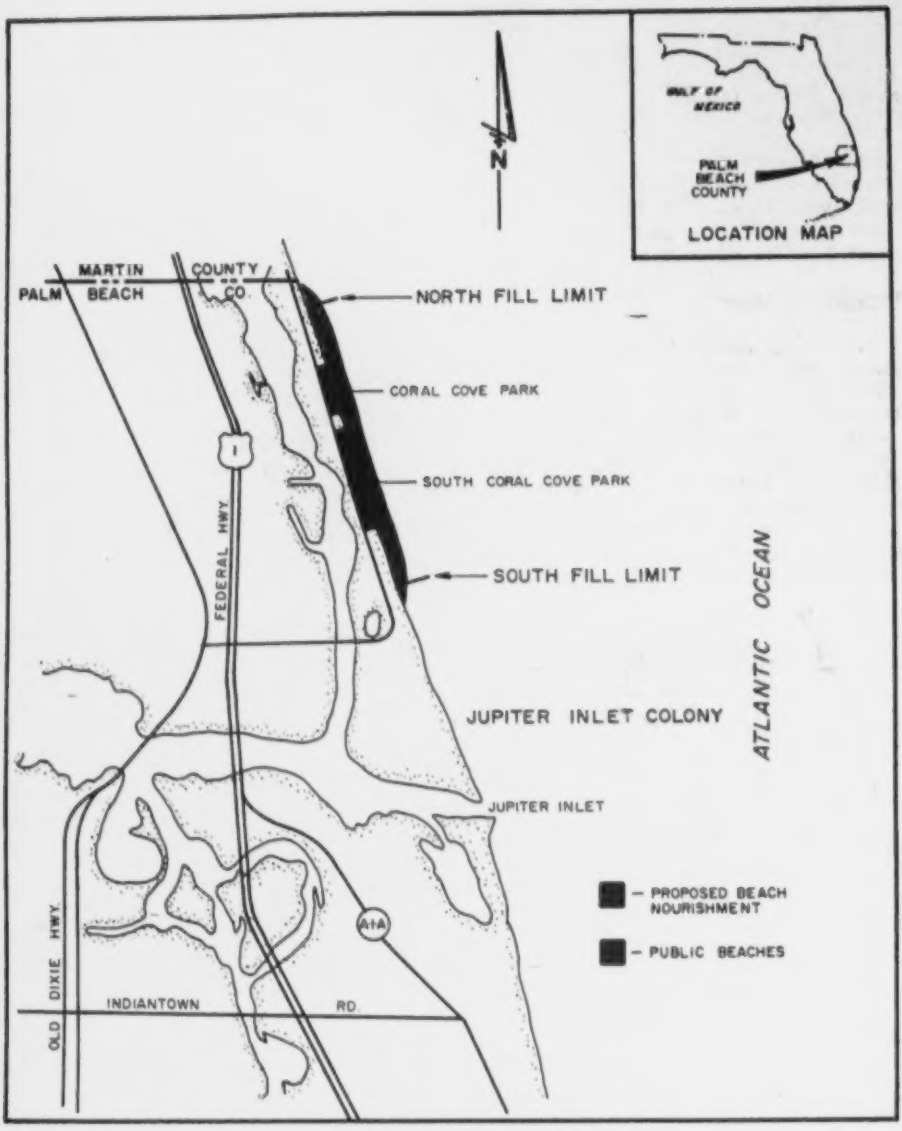
History/Description

This project proposes to restore Smathers Beach on the island of Key West to the original 1960 dimensions. It would involve renourishing 3,000 feet of beach and the loss of 3.6 acres of seagrasses which the sponsor proposes to mitigate. The total program calls for periodic renourishment for fifty years. This proposal has met with substantial opposition in the past from state and federal agencies and the private sector. However, the project is scaled down considerably from the 9,400 feet of beach that has been proposed in the past. Agency comments in past years have leaned toward consideration of the restoration of only Smathers Beach as proposed for FY 91. Proposed mitigation includes removal of the White Street fill pier, replacement with a piling structure and placement of rubble from the old pier into artificial reef sites.

A permit application for this project is currently under review by the Department of Environmental Regulation. Due to environmental issues yet to be resolved, a final recommendation on issuance or denial of the current application could not be made prior to preparation of this document.

Proposed Benefits

The principal benefit of this project would be the provision of an improved recreational beach which would benefit the local tourist economy. Some storm protection benefits may also result.



CORAL COVE
BEACH NOURISHMENT PROJECT

COASTAL PLANNING & ENGINEERING, INC., 3200 N. FEDERAL HIGHWAY, SUITE 123, BOCA RATON, FL 33431

Palm Beach County
(Coral Cove)

Sponsor: Palm Beach County
County: Palm Beach

Type Application: Construction
Benefit/Cost Ratio: 3.3:1

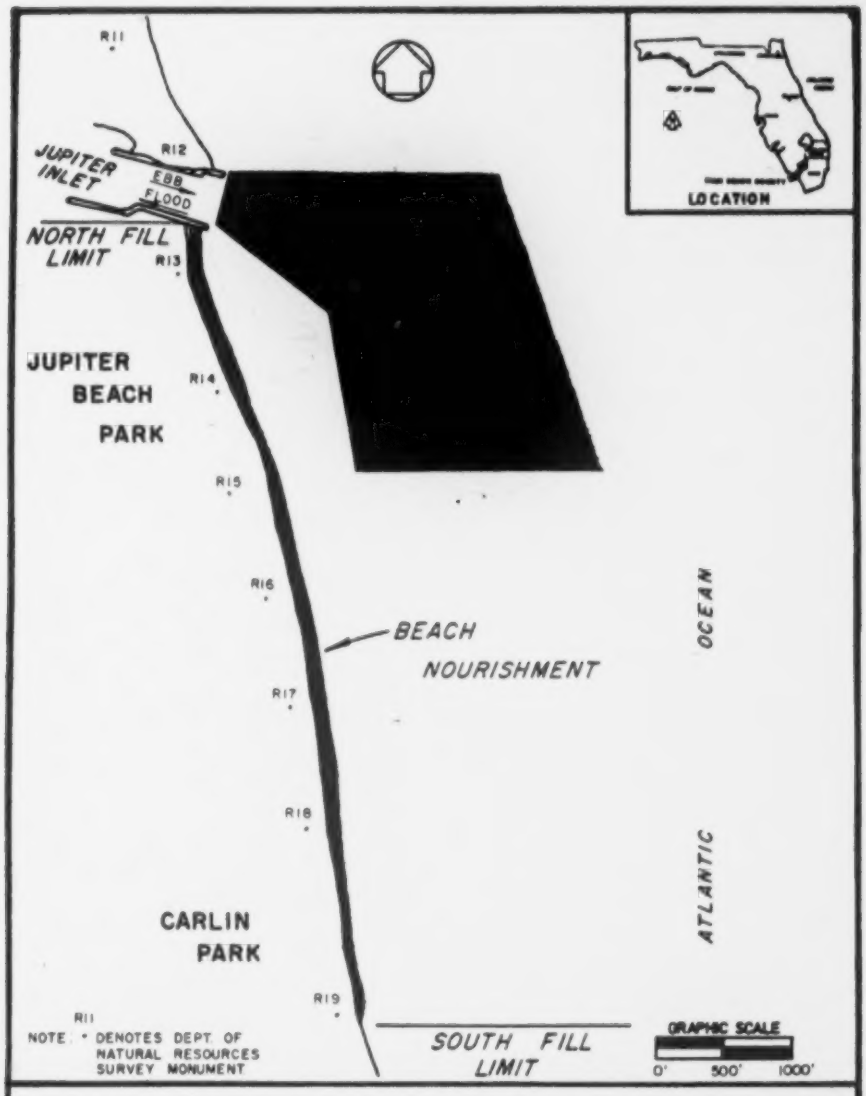
Estimated Federal Cost	$2,235,600
Estimated Non Federal Cost	1,364,400
Federal Funds Through FY 90	0
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	1,490,400

History/Description

The project area is one mile long, of which 3,000 feet is in a public park. The state and county recently spent $16 million to acquire the park property and park improvements are planned for construction in 1991. The dunes along this beach were restored and revegetated in early 1989 and crossovers were constructed. The beach is eroding and threatens the restored dunes. Due to the presence of nearshore and onshore rock habitat, the plan is to place sand above the mean high water line over a three-year period and let natural wave action adjust the profile.

Proposed Benefits

The project will provide storm protection for the restored dunes and the park. It will provide additional protection for upland structures and will provide increased recreational area. A larger beach may provide more favorable conditions for the large number of sea turtles that nest each year.



JUPITER BEACH/CARLIN PARK BEACH NOURISHMENT

LOCATION MAP

PROPOSED BEACH NOURISHMENT & OFFSHORE BORROW AREA

PALM BEACH COUNTY, DEPT. OF ENVIRONMENTAL RESOURCE MANAGEMENT

DATE: 5-2-88

Palm Beach County
(Jupiter Beach/Carlin Park)

Sponsor: Palm Beach County
County: Palm Beach

Type Application: Construction
Benefit/Cost Ratio: 1.3:1

Estimated Federal Cost	$1,665,800
Estimated Non Federal Cost	974,100
Federal Funds Through FY 90	0
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	1,665,800

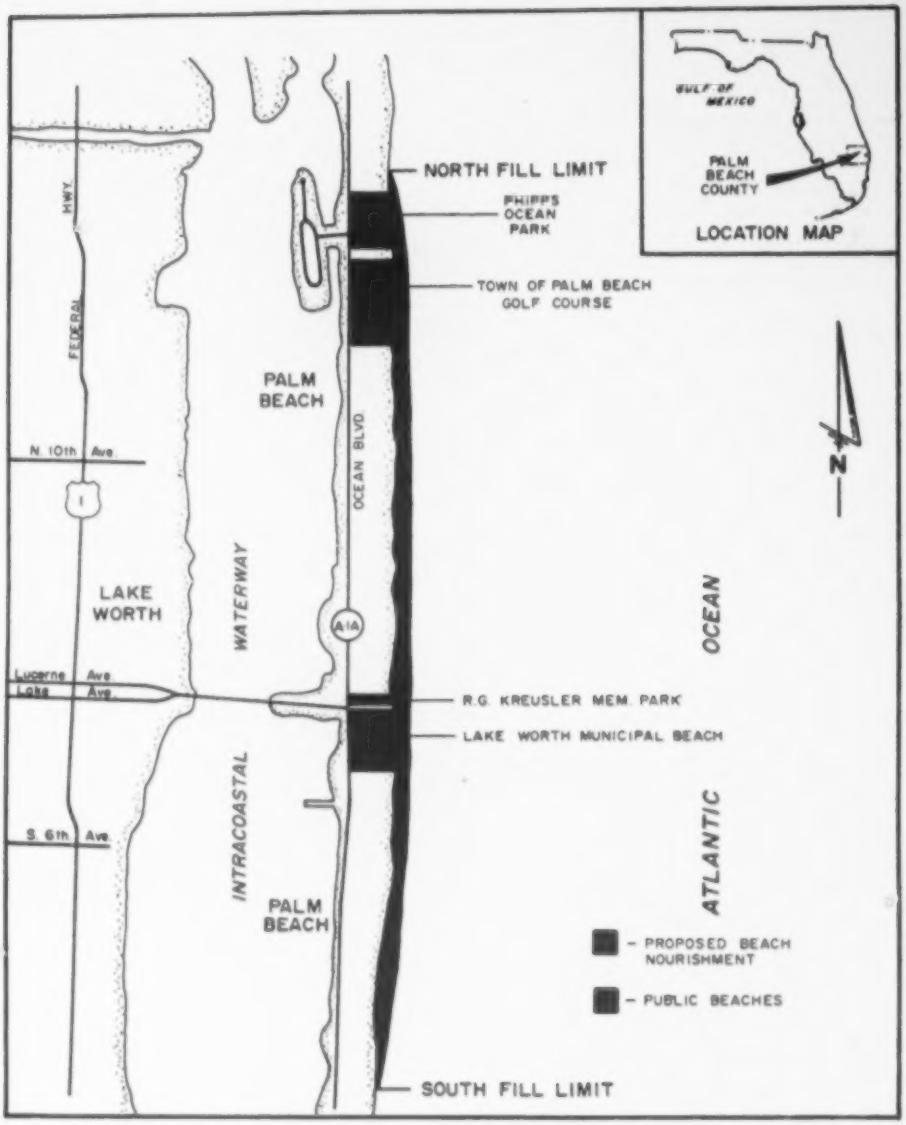
History/Description

This project is a part of the overall Palm Beach County renourishment program. This section of beach has experienced critical erosion for many years. Many erosion control structures have been built. Groins were installed in the 1960s but have been ineffective. In 1981 emergency measures were required to save a portion of road and parking lot at Jupiter Beach Park. In subsequent years the road and parking lot were completely lost.

The project involves 6,400 feet of beach south of Jupiter Inlet of which 4,650 feet are included in Jupiter Beach Park and Carlin Park. Maintenance dredging of Jupiter Inlet provides some renourishment but not enough. The sand source is expected to be the ebb tidal shoal at Jupiter Inlet.

Proposed Benefits

The project will provide storm protection for upland structures, roads and two county parks. An enlarged beach will provide additional recreation opportunities and may provide improved turtle nesting areas.



SOUTH PALM BEACH, FLORIDA
BEACH NOURISHMENT PROJECT

Palm Beach County
(Lake Worth)

Sponsor: Palm Beach County
County: Palm Beach

Type Application: Study
Benefit/Cost Ratio: N/A

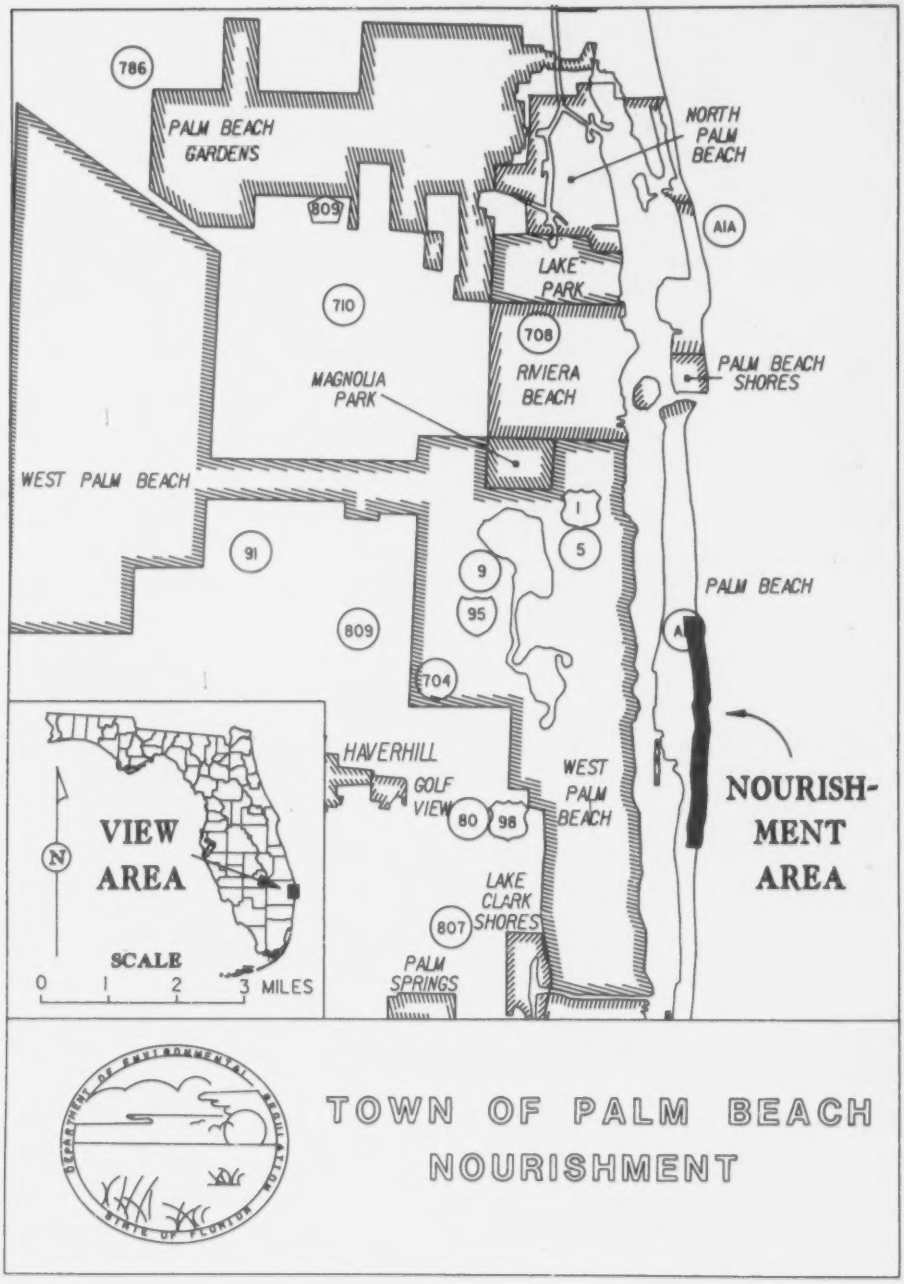
Estimated Federal Cost	$ 250,000
Estimated Non Federal Cost	250,000
Federal Funds Through FY 90	0
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	250,000

History/Description

The proposed study area, known as Reach 6, is located in an area that includes four public parks and a number of commercial facilities. The proposal is to perform sand search and environmental studies to determine the feasibility of nourishing this eroded beach. The area is 2.1 miles long and would require approximately 770,000 cubic yards of material.

Proposed Benefits

Renourishment of this beach would provide protection for existing erosion control structures, public parks and commercial facilities. Also, a larger beach would enhance recreational opportunities.


786
PALM BEACH GARDENS
809
710
708
LAKE PARK
NORTH PALM BEACH
AIA
MAGNOLIA PARK
RIVIERA BEACH
PALM BEACH SHORES
WEST PALM BEACH
91
1
5
9
95
809
704
PALM BEACH
A1A
HAVERHILL
GOLF VIEW
80
98
WEST PALM BEACH
NOURISH-MENT AREA
LAKE CLARK SHORES
807
PALM SPRINGS
VIEW AREA
N
SCALE
0 1 2 3 MILES
TOWN OF PALM BEACH
NOURISHMENT

Palm Beach County
(Mid-Town)

Sponsor: Town of Palm Beach
County: Palm Beach

Type Application: Construction
Benefit/Cost Ratio: 1.7:1

Estimated Federal Cost	$7,045,355
Estimated Non Federal Cost	6,027,910
Federal Funds Through FY 90	1,600,000
Non Federal Funds Through FY 90	3,563,000
State of Florida Request for FY 91	5,445,355

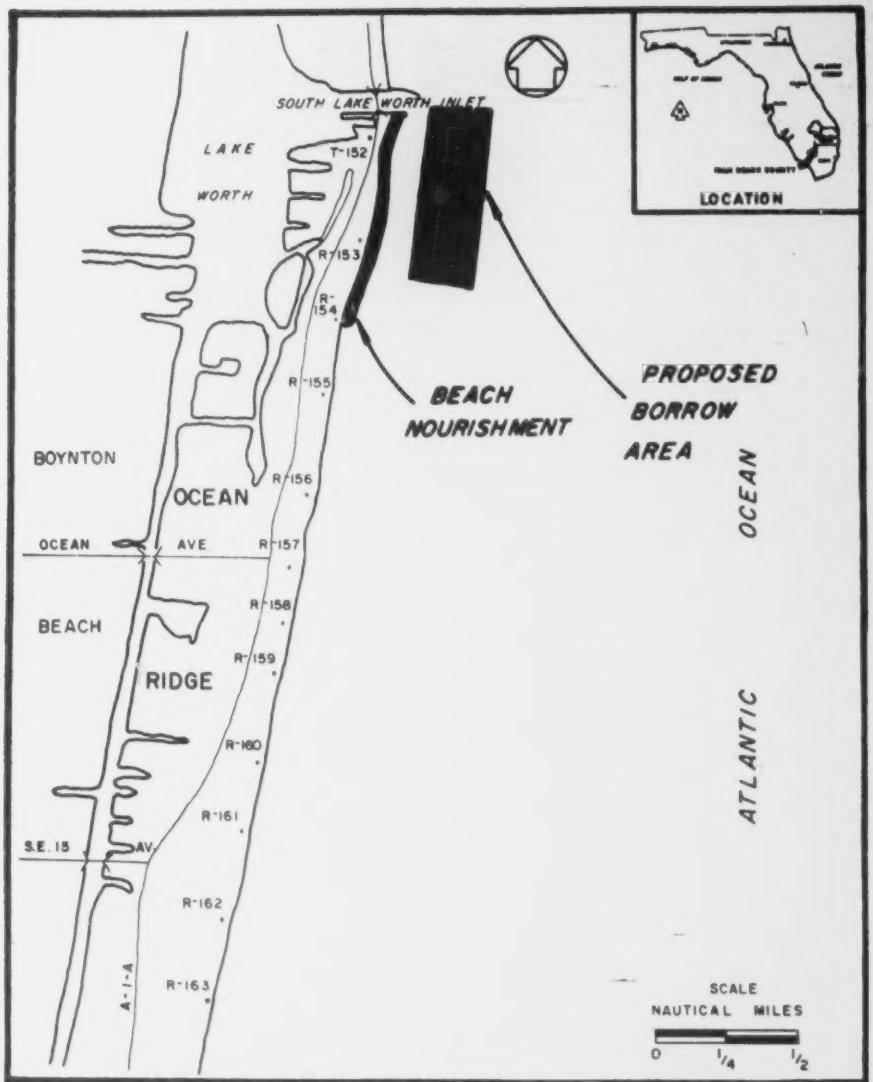
History/Description

The beach to be restored has a history of erosion. Seawalls and groins have been constructed by the Town of Palm Beach. However, the groins have deteriorated and are ineffective. Many seawalls have no protective beach in front of them and are threatening to collapse. Portions of Highway A1A collapsed during the Thanksgiving Day Storm of 1984.

The proposed project would renourish 2.5 miles of Mid-Town Beach. The project is consistent with the Palm Beach County General Design Memorandum (GDM) of 1987. In addition, a General and Detailed Design Memorandum for the specific project area is being prepared and will refine the project design. The GDM is under review by the Corps of Engineers. Recent geotechnical studies indicate the presence of compatible sand near the Lake Worth Inlet. Other sources were also located offshore but the Lake Worth Inlet shoal area will be the primary sand source. Approximately 1.5-2 million cubic yards of sand would be required depending on which sand source is used.

Proposed Benefits

The project will provide storm protection for upland structures and property and will increase recreational beach area. It will also provide a source of material for downdrift beaches.



OCEAN RIDGE BEACH NOURISHMENT PROJECT

LOCATION MAP

PROPOSED BEACH NOURISHMENT & OFFSHORE BORROW AREA

PALM BEACH COUNTY, DEPT. OF ENVIRONMENTAL RESOURCE MANAGEMENT

DATE: 5-2-88

Palm Beach County
(Ocean Ridge)

Sponsor: Palm Beach County
County: Palm Beach

Type Application: Construction
Benefit/Cost Ratio: 5.4:1

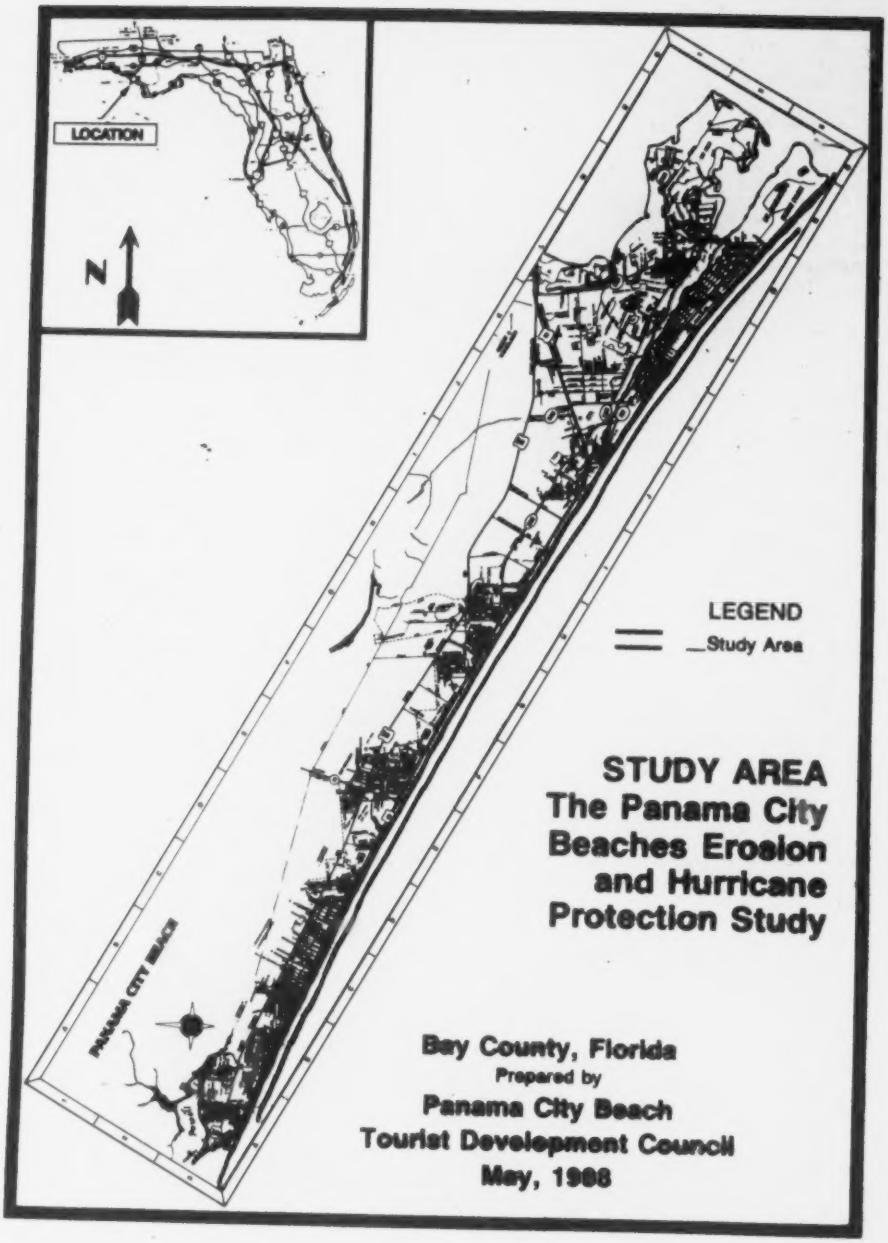
Estimated Federal Cost	$1,095,272
Estimated Non Federal Cost	1,224,960
Federal Funds Through FY 90	0
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	1,095,272

History/Description

This project is a part of the overall Palm Beach County renourishment program. This beach has a history of severe erosion. Recent studies show an annual loss of approximately 37,000 cubic yards per year. Numerous erosion control structures have been built to protect upland properties. Highway A1A is constantly threatened. The South Lake Worth Inlet sand bypassing plant replaces some lost sand but renourishment is required to sustain a functional beach. Approximately 3,000 feet of beach will be renourished. The ebb tidal shoal just south of South Lake Worth Inlet is expected to be an excellent sand source. An assessment of the shoal is expected to be completed soon.

Proposed Benefits

The project will provide storm protection for upland structures, roads, and a county park. An enlarged beach will provide additional recreation opportunities and may provide improved turtle nesting areas.


LOCATION
N
PANAMA CITY BEACH
LEGEND
Study Area
STUDY AREA
The Panama City
Beaches Erosion
and Hurricane
Protection Study
Bay County, Florida
Prepared by
Panama City Beach
Tourist Development Council
May, 1988

Panama City Beaches

Sponsor: Bay County
County: Bay

Type Application: Study
Benefit/Cost Ratio: N/A

Estimated Federal Cost	$ 600,000
Estimated Non Federal Cost	To Be Determined
Federal Funds Through FY 90	0
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	600,000

History/Description

A feasibility report for beach erosion control and hurricane protection for the Panama City Beaches was compiled in 1986 with a positive benefit/cost ratio. However, the Corps discontinued work on the project when Bay County withdrew as sponsor because of the eventual cost to the county. The county now has the means of funding the project through the taxing authority of the Tourist Development Council. Therefore, the county has requested the Corps to revive the study.

The Panama City Beaches have been badly eroded by hurricane and storm action. Some of the beachside structures have been undermined or destroyed. The objective is to provide a long-term restoration and maintenance program for approximately 18 miles of beach which extends from St. Andrews Bay to Phillips Inlet.

Proposed Benefits

The project will protect upland structures, evacuation routes, US Highway 98, county roads, and restore the beaches for the benefit of local citizens and tourists.

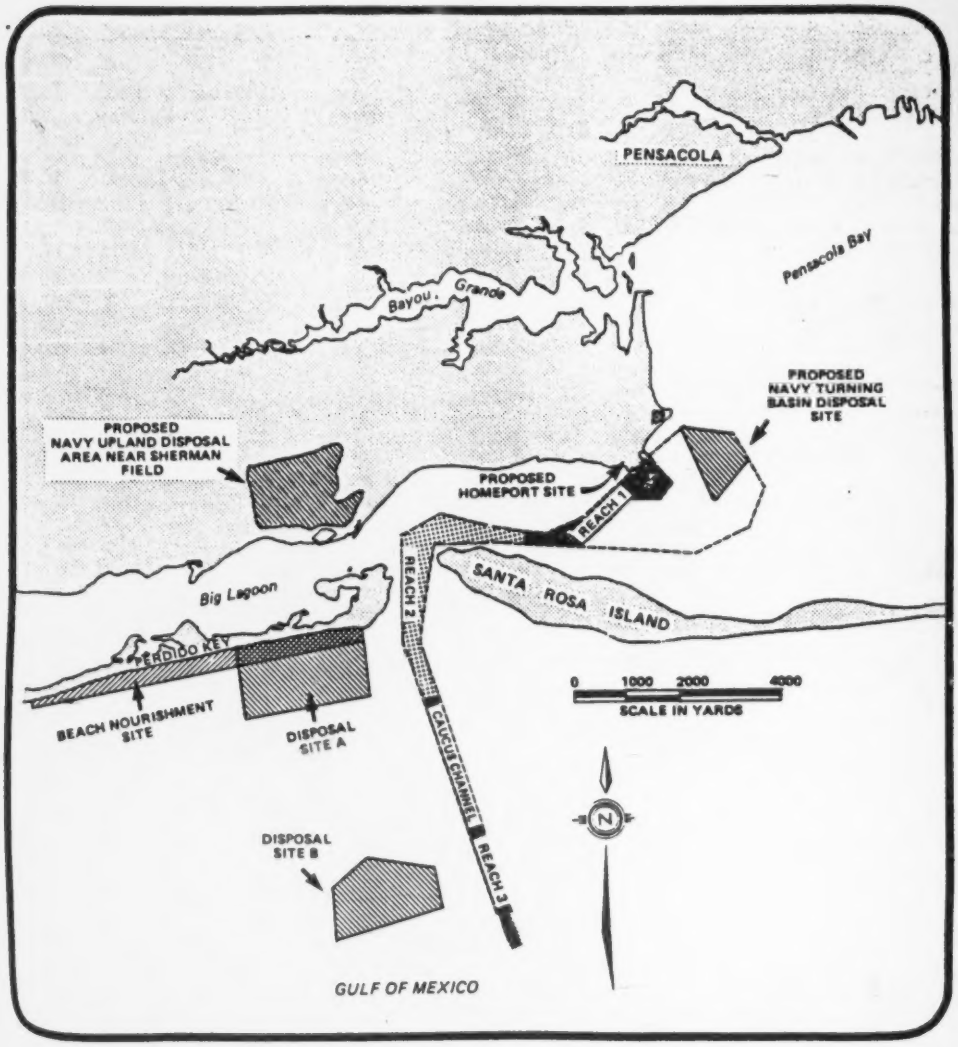


FIGURE 3–1. Proposed Disposal Sites for Reaches 2 and 3

U.S. GULF STRATEGIC HOMEPORTING ENVIRONMENTAL IMPACT STATEMENT

DEPARTMENT OF THE NAVY SOUTHERN DIVISION NAVAL FACILITIES ENGINEERING COMMAND

Perdido Key Beaches

Sponsor: Escambia County
County: Escambia

Type Application: Study
Benefit/Cost Ratio: N/A

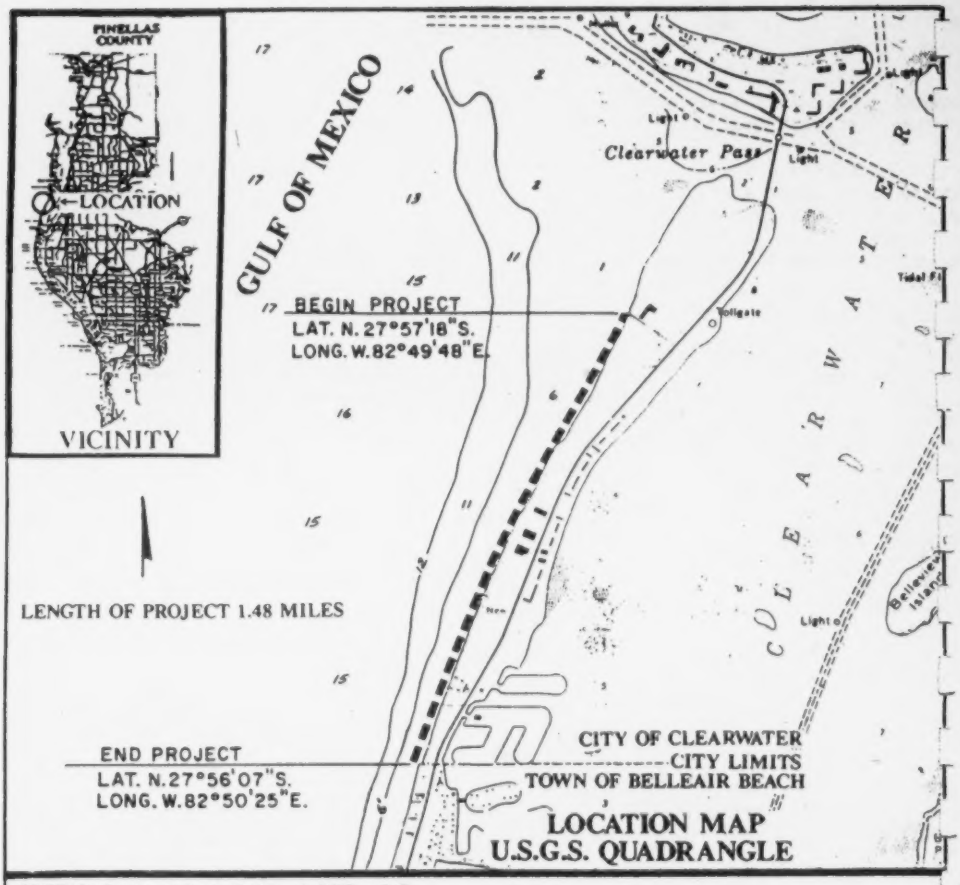
Estimated Federal Cost	To Be Determined
Estimated Non Federal Cost	To Be Determined
Federal Funds Through FY 90	0
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	$ 30,000

History/Description

The Perdido Key Beach area has been studied for the past fifteen years to determine the extent of erosion and dune movement. Information needs to be updated so a restoration plan can be developed. The U. S. Navy is considering renourishment of Perdido Key with material dredged during channel improvements for the USS Kittyhawk homeporting project. A feasibility study would provide the updated information needed to support restoration including current environmental information.

Proposed Benefits

A restored beach would provide additional public use and flood protection for roads and drainage structures.



SECTIONS 18, 19 & 30 TWP. 29 RGE. 15 E.

SCALE 1:24 000

1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 KILOMETRE

CONTOUR INTERVAL 5 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 1.0 FEET

CITY OF CLEARWATER, SAND KEY SEGMENT

PINELLAS COUNTY, FLORIDA ENGINEERING DEPARTMENT				SAND KEY BEACH NOURISHMENT	DATE 1-14-89 DRAWING NO. SHT. 1 OF 2
DRAWN JK	CHECKED JBT	REVISED	BY		

Pinellas County
(Sand Key)

Sponsor: Pinellas County
County: Pinellas

Type Application: Construction
Benefit/Cost Ratio: _____

Estimated Federal Cost	63,600,000
Estimated Non Federal Cost	65,400,000
Federal Funds Through FY 90	14,288,000
Non Federal Funds Through FY 90	13,411,000
State of Florida Request for FY 91	2,500,000

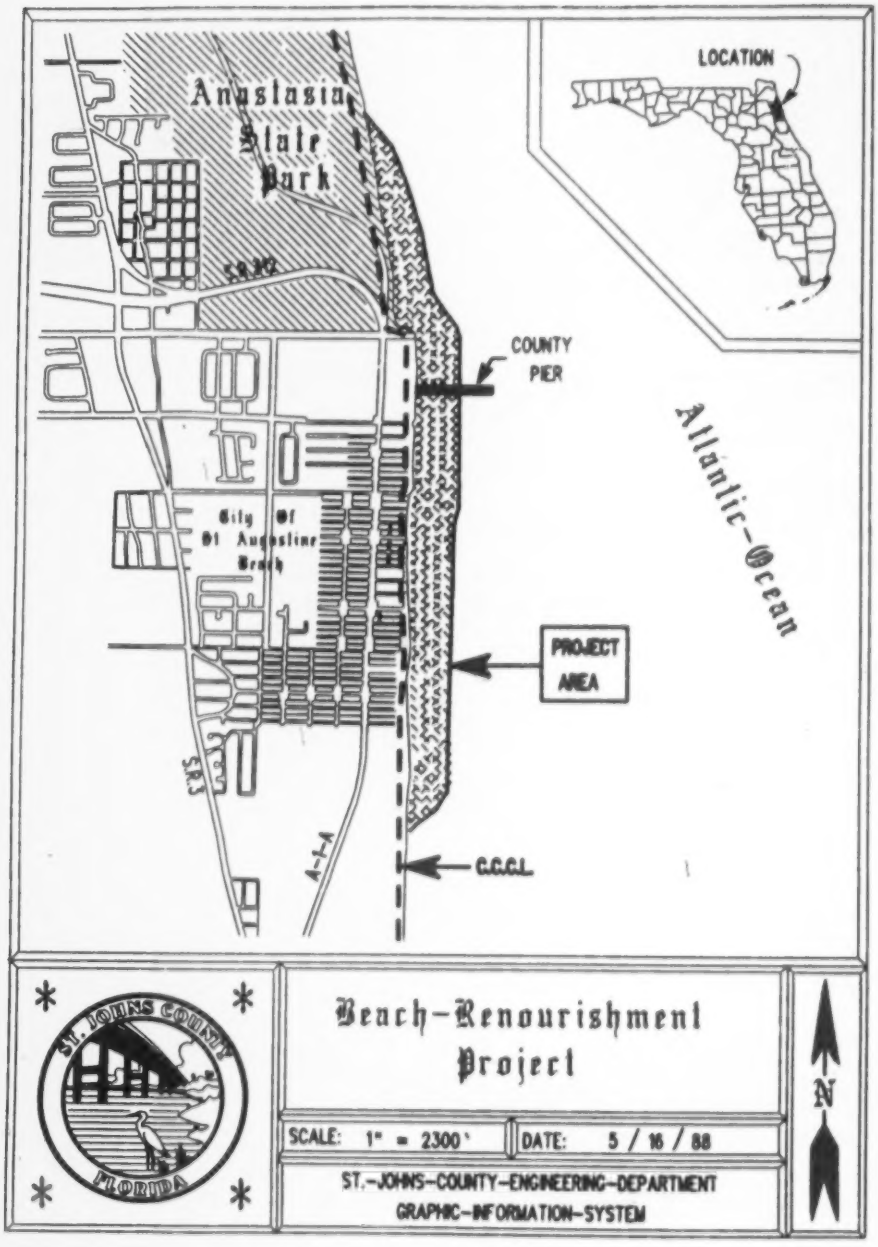
History/Description

This project consist of renourishment of a severely eroded shoreline on the northern end of Sand Key. Approximately 6,400 feet of beach will be affected. This beach was nourished in 1982-1984 in a cooperative effort between the City of Clearwater and local property owners. Previously the project was not eligible for federal funding due to lack of beach access and parking. However, the City of Clearwater has passed a resolution agreeing to provide parking and beach access thus making the project eligible for federal funding. However, this project is not yet approved for state matching funds from the Department of Natural Resources. Approval will depend on resolution of the parking and beach access issue and the sand source issue. The sponsor is prepared to proceed with the project by pursuing other sources of matching funds.

It was originally proposed that material from Dunedin Pass be used as a sand source. The Department of Environmental Regulation recently denied a permit to dredge the pass. However, other potential sand sources are currently being investigated.

Proposed Benefits

This project will provide storm protection for upland property and provide a large recreational beach for public use.


Anastasia State Park
LOCATION
COUNTY PIER
Atlantic-Ocean
City Of St Augustine Beach
PROJECT AREA
SR A1A
C.C.C.L.
ST. JOHNS COUNTY FLORIDA
Beach-Renourishment Project
SCALE: 1" = 2300'
DATE: 5 / 16 / 88
ST.-JOHNS-COUNTY-ENGINEERING-DEPARTMENT
GRAPHIC-INFORMATION-SYSTEM
N

St. Johns County
(St. Augustine Beach)

Sponsor: St. Johns County
County: St. Johns

Type Application: Construction
Benefit/Cost Ratio: 1.2:1

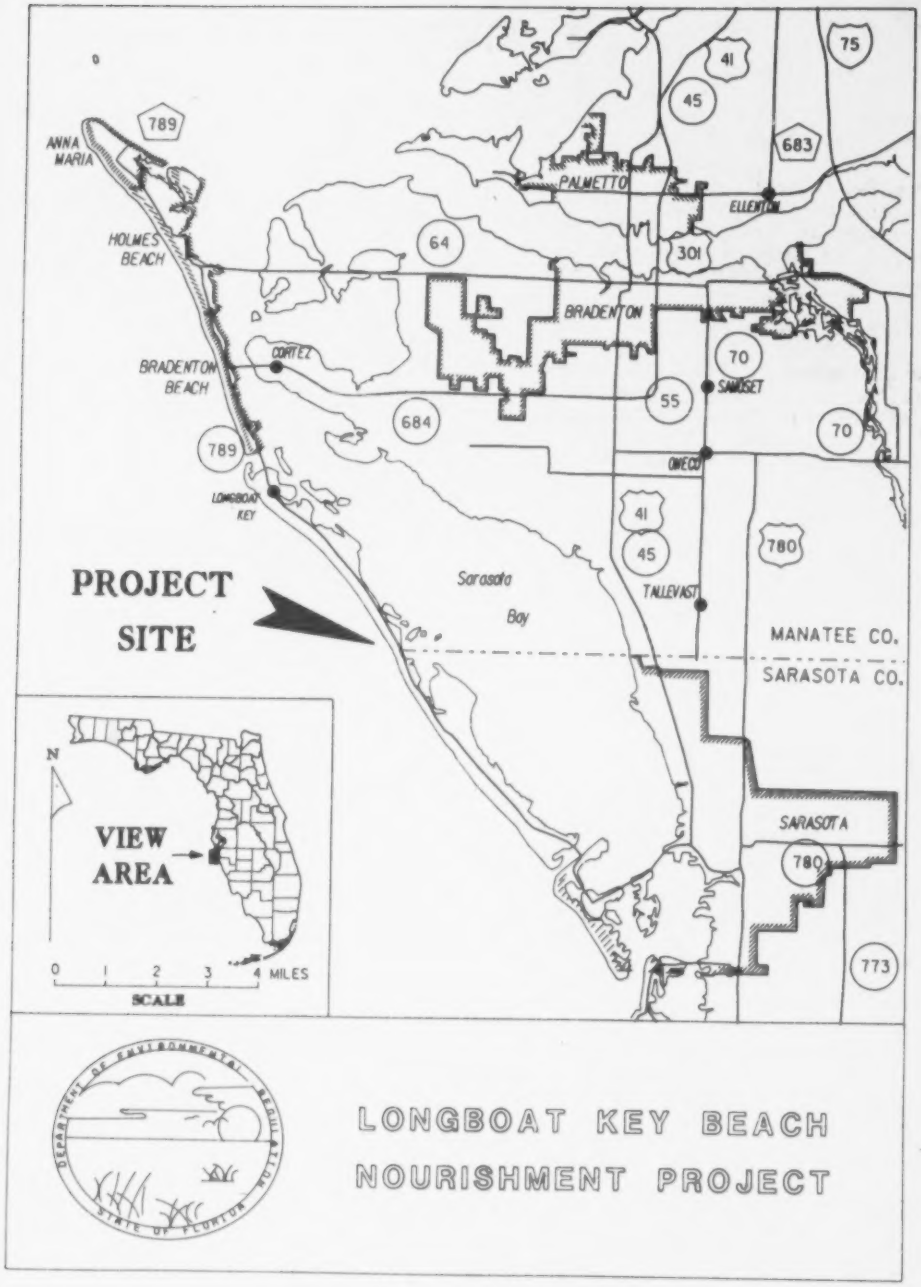
Estimated Federal Cost	$2,334,000
Estimated Non Federal Cost	1,492,000
Federal Funds Through FY 90	350,000
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	2,334,000

History/Description

The St. Augustine Beach area includes Anastasia State Recreation Area, a county park, motels and other commercial facilities, and private residences. The beaches in most of St. Johns County support vehicular traffic and are classified locally as a county road. This project would nourish approximately 2.3 miles of beach which has been lost due to high wave action.

Proposed Benefits

The increased beach area will provide additional recreational area, protect upland property and provide for vehicle traffic on the beach. Protection will also be provided for existing infrastructure such as roads and utilities.


ANNA MARIA
789
HOLMES BEACH
BRADENTON BEACH
CORTEZ
789
LONGBOAT KEY
PROJECT SITE
Sarasota Bay
PALMETTO
ELLENTON
BRADENTON
SAMSET
OWECO
TALLEVAST
MANATEE CO.
SARASOTA CO.
SARASOTA
41
45
75
683
64
301
70
55
684
780
773
VIEW AREA
N
0 1 2 3 4 MILES
SCALE
LONGBOAT KEY BEACH
NOURISHMENT PROJECT

703

Sarasota County
(Longboat Key)

Sponsor: Town of Longboat Key
County: Sarasota

Type Application: Construction
Benefit/Cost Ratio: 1.5:1

Estimated Federal Cost	2,445,000
Estimated Non Federal Cost	1,790,000
Federal Funds Through FY 90	0
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	474,600

History/Description

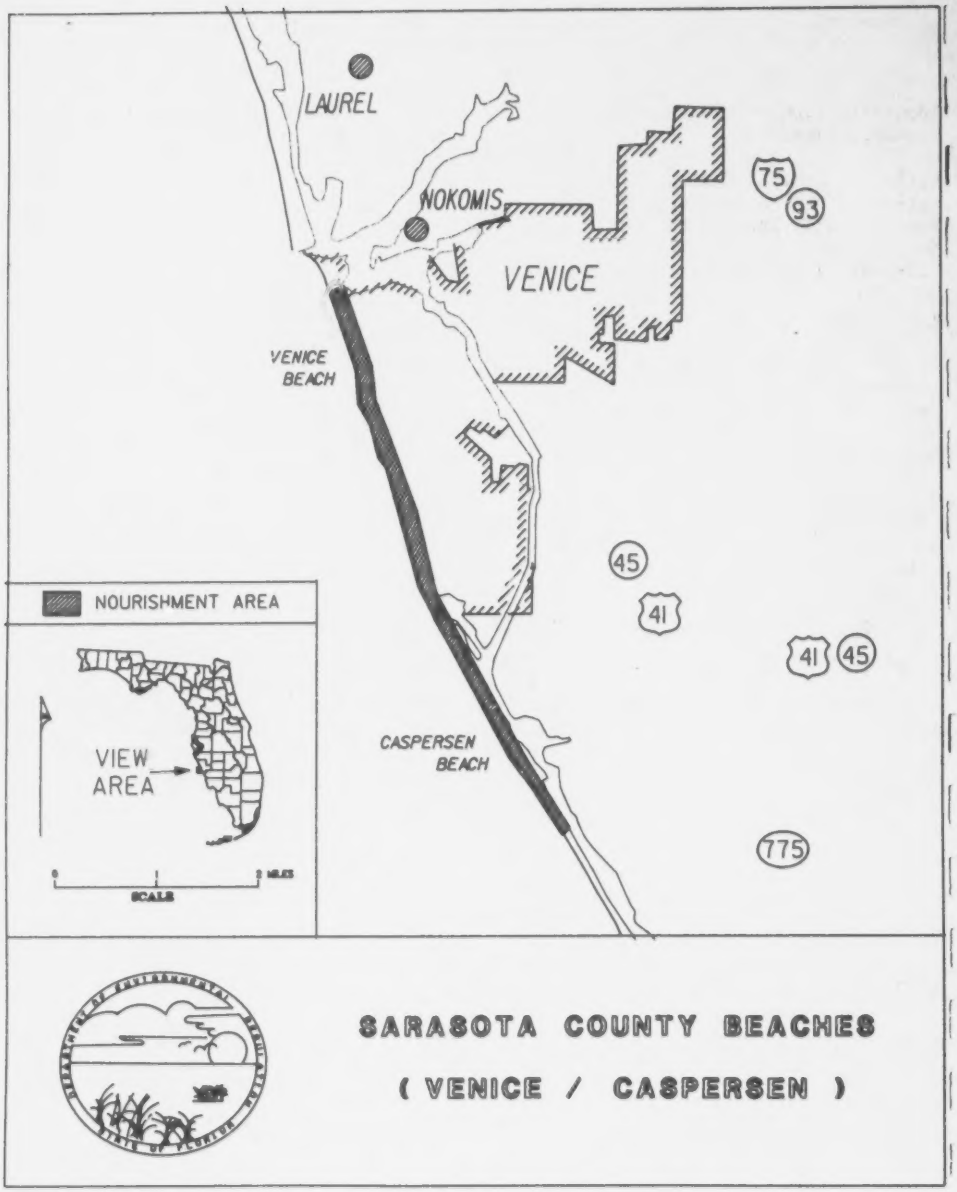
The FY 91 funding request is to complete construction planning for beach restoration and nourishment on central Longboat Key in Sarasota County. Continued recession of the shoreline is creating a situation which makes coastal development more vulnerable to tropical and winter storms each year. Presently, 2890 feet of Gulf of Mexico Drive is directly endangered by storm waves.

The plan provides for the construction of a protective beach along 12,600 feet of shoreline between the Viente and Castillian condominiums, and includes a beach monitoring program. The proposed project consists of a 50-foot wide beach berm with a crest elevation of nine feet above mean sea level. Initial beach fill would be 1,165,100 cubic yards. Periodic renourishment with 98,000 cubic yards of fill would be required every eight years to replace that lost to erosion.

Proposed Benefits

Currently, a major storm could cause substantial damage to upland property and municipal infrastructure, including roads and water systems. This project would provide beach erosion control and protection against storm induced flooding, and may stabilize and reverse the continual erosion of shoreline in this area. It would also provide an improved beach for public use.

28-810 O - 90 - 23



SARASOTA COUNTY BEACHES

(VENICE / CASPERSEN)

705

Sarasota County
(Venice/Caspersen Beach)

Sponsor: Sarasota County/City of Venice
County: Sarasota

Type Application: Construction
Benefit/Cost Ratio: 1.83:1

Estimated Federal Cost	5,500,000
Estimated Non Federal Cost	5,500,000
Federal Funds Through FY 90	2,481,000
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	4,100,000

History/Description

In 1964, Congress authorized a study of beach erosion problems in Sarasota County. At the County's request, the study was deferred in 1970, but resumed in 1978. In April of 1984, the Corps of Engineers released the project's Feasibility Report and Environmental Impact Statement. The report has a favorable benefit/cost ratio, especially for Venice/Caspersen Beach. Beach erosion problems are particularly severe in that area. Project authorization occurred in 1986.

The total project consist of nourishment of 5.6 miles of beach to be constructed in phases. FY 91 funds would be used to construct Reach A & B of Venice Beach and Brohard Beach. The Caspersen Beach portion will be requested at a later date.

Proposed Benefits

A wider beach will provide additional recreation benefits and flood damage prevention. Of critical importance is the protection of a sewage treatment plant located very near the beach. Existing seawalls would be protected and the renourished beach would act as a feeder beach for the rest of Manasota Key. It would also help to mitigate the loss of sand caused by the presence of Venice Inlet.

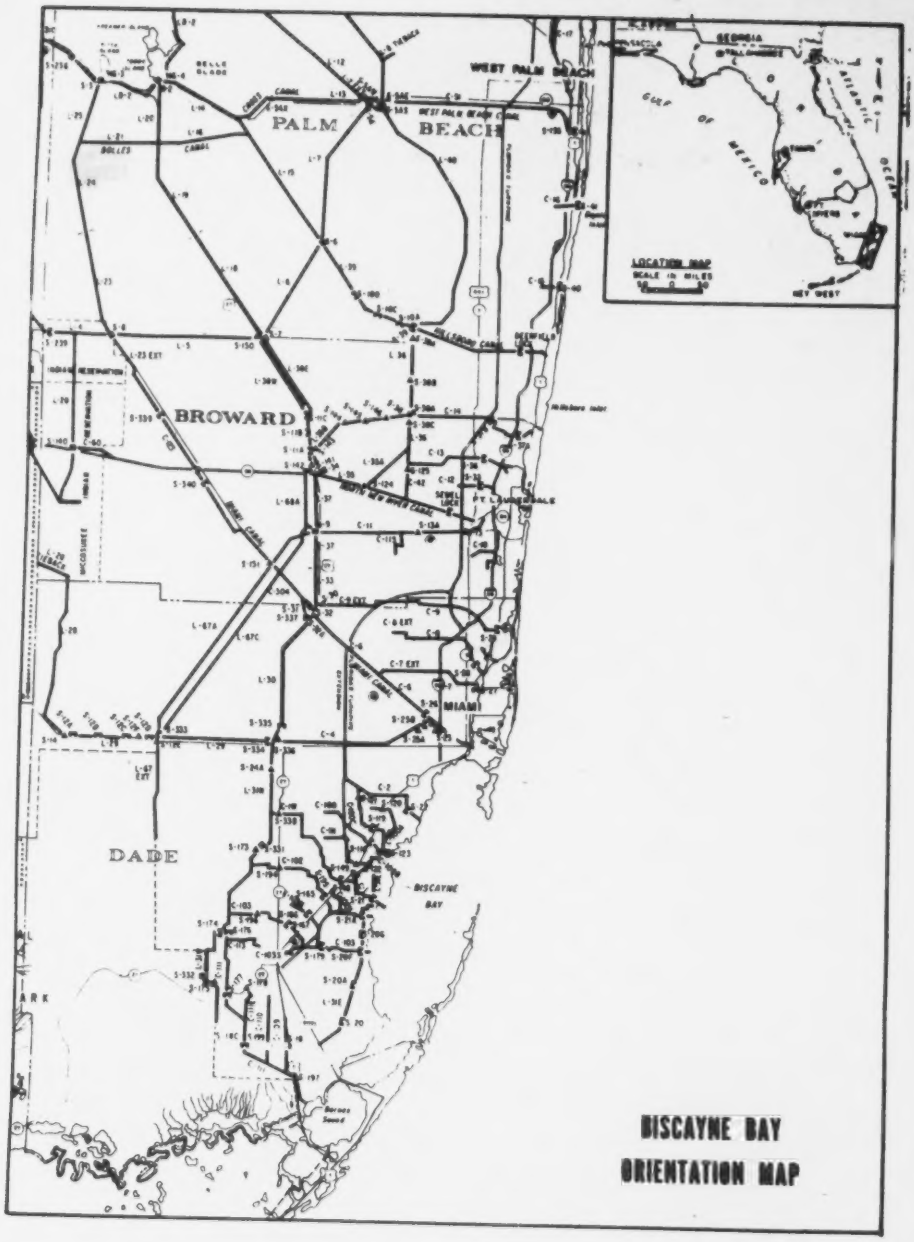
ENVIRONMENTAL RESTORATION
AND ENHANCEMENT

45. Biscayne Bay Survey Review
46. Lower Hillsborough Water Quality

ENVIRONMENTAL RESTORATION AND ENHANCEMENT

Biscayne Bay Survey Review

Lower Hillsborough Water Quality


PALM
BEACH
WEST PALM BEACH
BROWARD
DADE
MIAMI
BISCAYNE
BAY
LOCATION MAP
KEY WEST
BISCAYNE BAY
ORIENTATION MAP

709

Biscayne Bay Survey Review

Sponsor: Dade County
County: Dade

Type Application: Study
Benefit/Cost Ratio: N/A

Estimated Federal Cost	$1,692,000
Estimated Non Federal Cost	0
Federal Funds Through FY 90	240,000
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	700,000

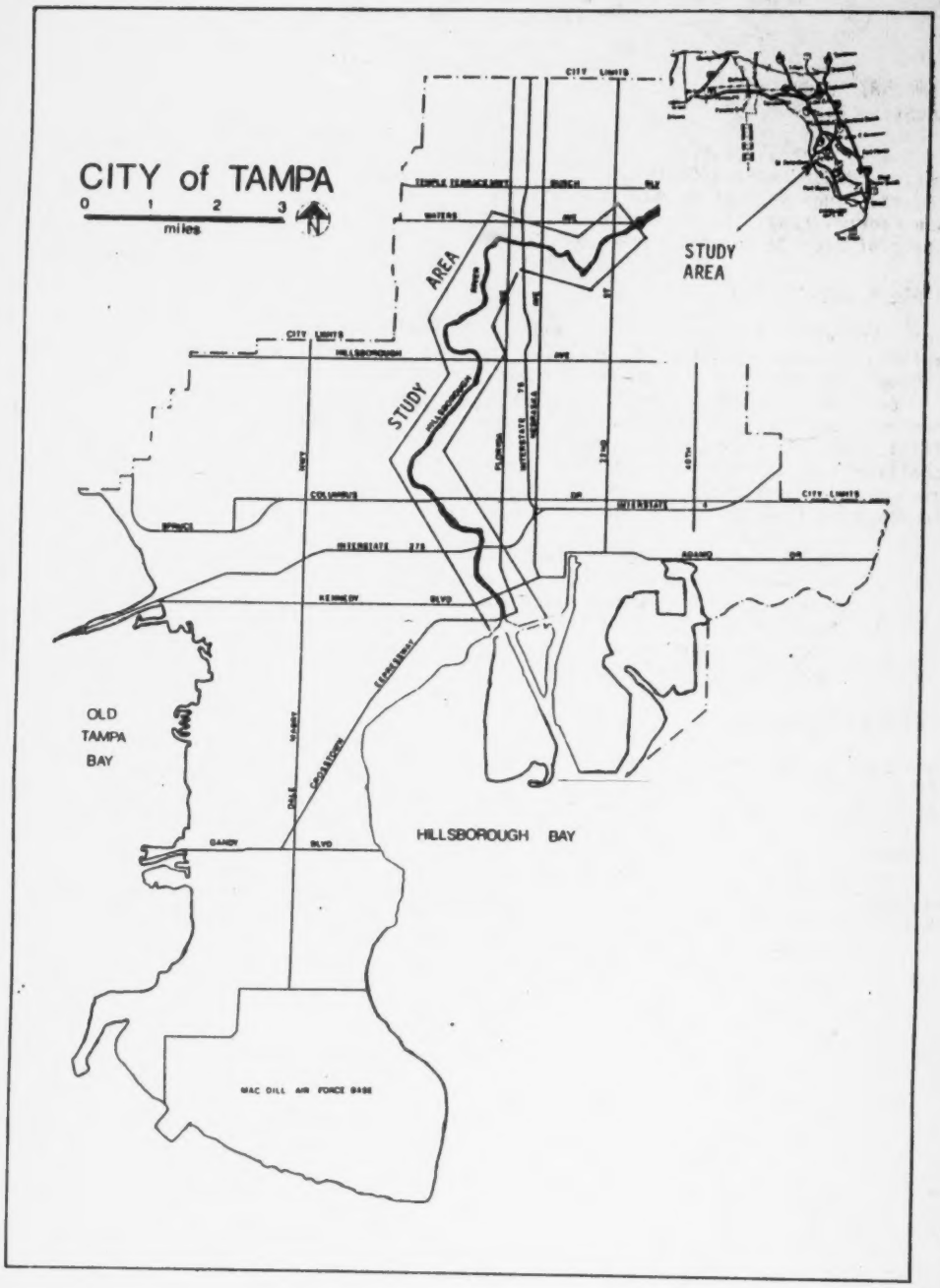
History/Description

This study is a comprehensive review of environmental impacts from federally authorized and constructed projects in and adjacent to Biscayne Bay in Dade County, Florida. The Corps of Engineers, acting as the lead federal agency in cooperation with the Federal Department of Transportation, is reviewing existing projects such as the Intracoastal Waterway (ICW), Government Cut, Bakers Haulover Inlet, the Central and Southern Florida Flood Control Project, and causeway construction to determine whether these and other federally authorized projects are having a detrimental impact upon Biscayne Bay. The reconnaissance survey recommended five areas for further study:

1. Snake Creek freshwater discharge.
2. Sediment transfer through Haulover Inlet.
3. Mowry Canal freshwater discharge.
4. Miami River and canal freshwater discharge and sediment transport into the bay.
5. Spoil island and shoal impacts on turbidity.

Proposed Benefits

Biscayne Bay and the adjacent shoreline have been subjected to intense alterations from federally authorized construction projects. The cumulative impacts of these projects on Biscayne Bay are not known. However, locally funded studies have determined that water quality in the bay is poor, especially north of Rickenbacker Causeway. Excessive turbidity and reduced flushing are major problems. This study is needed to develop guidelines for future management of Biscayne Bay's natural resources. A successful study will result in an improved understanding Biscayne Bay and should indicate actions to be taken which will improve water quality and enhance recreational opportunities.


CITY of TAMPA
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STUDY AREA
STUDY AREA
OLD TAMPA BAY
HILLSBOROUGH BAY
MAC DILL AIR FORCE BASE

711

Lower Hillsborough River Water Quality Enhancement

Sponsor: City of Tampa
County: Hillsborough

Type Application: Study
Benefit/Cost Ratio: N/A

Estimated Federal Cost	$ 175,000
Estimated Non Federal Cost	0
Federal Funds Through FY 90	0
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	175,000

History/Description

The City of Tampa is proposing a study of the effects of periodic dredging on the lower Hillsborough River to enhance water quality. Bottom sediments in this river section are composed of thick organic muds with accumulations of heavy metals, petroleum hydrocarbons, and other toxic chemicals. This material has accumulated primarily due to historical wastewater treatment plant discharges and stormwater runoff. The existing poor quality of the river sediments contributes to a high sediment oxygen demand. Dissolved oxygen levels in the lower Hillsborough River violate State water quality standards up to 60% of the time. The National Urban Runoff Program, as well as a city-sponsored biological study of river sediments, indicate that periodic dredging of the lower Hillsborough River would improve water quality.

The City of Tampa has recently completed additional studies at a cost of $40,000.

Proposed Benefits

Periodic dredging of the lower Hillsborough River can be expected to significantly improve water quality. This in turn should also benefit Hillsborough Bay, which has been one of the state's most degraded estuaries. The City of Tampa has undertaken a number of actions designed to improve and protect the Hillsborough River and Tampa Bay (including Hillsborough Bay). This project will complement these initiatives. This study is similar to several other completed Corps studies of altered river systems in the state, including the Miami River and the St. Johns River.

Congressional study authorization is necessary.

Mr. BEVILL. We appreciate you, and especially Chairman Bennett and the entire Florida delegation. They are a great delegation to work with, and so we are pleased to have you here, Chairman Bennett, and we will now recognize you now. You may introduce the members of the Florida delegation. You may proceed as you wish.

Mr. BENNETT. Thank you very much.

I appreciate your going ahead as you did. I will try to be brief with mine.

I ask unanimous consent to submit my statement in the record.

Mr. BEVILL. without objection, everyone's prepared statement will be made a part of the record.

Each of you may proceed as you wish.

[The statement of Hon. Charlie Bennett follows:]

Florida Day Testimony
by Congressman Charlie Bennett

Appropriations Subcommittee on Water Resources

March 28, 1990

Mr. Chairman: It is once again a pleasure to be here before you and your able subcommittee for our annual Florida Day Testimony. Thank you for this opportunity.

I will touch on a few matters of concern to my district, and then turn it over to our state officials here and other Florida Delegation members in attendance.

1) Beach Erosion --

a) Duval County Beach Renourishment -- $2,400,000

Periodic renourishment of the beach is required to replace sand lost as a result of currents, winter storms and wind action. The material will come from maintenance dredging of the St. Johns River and the Mayport Naval Basin, or from offshore borrow areas. This is part of Florida's 1991 Public Works request.

b) Amelia Island, Florida

This is not part of the state or administration request, but it is something that may eventually require the subcommittee's attention and action.

Although I have been in contact with your counterparts on the Public Works Water Resources Subcommittee on this matter, I also bring to your attention the ongoing problems with the implementation of the Memo of Understanding (MOU) between Florida and the Navy on the placement of sand on Amelia Island beaches.

Briefly stated, in 1986, the state and the Navy reached an agreement that the Navy would provide for the placement of beach-quality sand on Amelia Island in my district following the passage of a law that provided for such an agreement (33 U. S. C. 426j, as amended) and since it was acknowledged that the Navy's dredging of St. Marys Inlet for the Kings Bay Trident Submarine Base likely played a role in dramatically reducing the amount of sand reaching the shores of Amelia Island, a public access beach.

The Army Corps of Engineers was charged with implementing the agreement, and local officials in Amelia Island have complained bitterly to me that the Corps has allowed, by its alleged mismanagement, dredging contractors to waste valuable sand and money. As a result,

they say only a fraction of the sand intended for the Amelia Island coast under the MOU has actually reached the beach.

I submit with my testimony paperwork from representatives of Amelia Island outlining what they see as the Corps mismanagement in carrying out the MOU for the Navy. I also submit for the record my recent correspondence with the Water Resources Subcommittee.

I am hopeful that we can get some Congressional action, be it through legislation or persuasion, to rectify the problem at Amelia Island. The Navy has held up its end of the bargain, so if further amelioration is needed, it would seem to me appropriate to ask the Corps to provide it, if it is determined the Corps is not complying with the MOU agreed to by the Navy. The paperwork I submit is fairly persuasive toward that effect.

c) Florida, Coastwide -- $750,000

This appropriation will provide for a study to assess erosion and storm effects on flood damage prevention for the entire coast of Florida. This is part of the President's 1991 Civil Works request.

2) Harbor Maintenance

a) Jacksonville Harbor -- $1,223,000
b) Fernandina Harbor -- $910,000

The Jacksonville Harbor is a long-established, Federally-authorized project; the money for Fernandina Harbor goes for maintenance dredging of the entrance channel to the Kings Bay Trident Base in St. Marys, Georgia. These monies are part of the President's request.

3) St. Johns River Basin Water Quality Management -- $1,300,000

This ongoing study is designed to provide a plan for the improvement of water quality in the St. Johns River, one of the most important streams in the nation, and of particular importance to Florida cities, such as my own hometown Jacksonville, which owes a much of its existence, past and present, to the St. Johns River.

The St. Johns River has exhibited many water quality problems, as demonstrated by numerous fish kills, algae blooms, and citizens complaints. This study will develop an overall plan to address these problems. The result will provide important benefits to regional economics, aesthetics, and recreation. This is a state request.

4) Upper St. Johns River Basin -- $9,800,000

This project is designed to restore the original hydrologic cycle to the Upper St. Johns River Basin. The historical hydrologic cycle has been altered by drainage for agricultural uses. This drainage and altered land use destroyed vast marshlands, and has caused higher flood levels during periods of high rainfall and severe droughts during periods of low rainfall. This project should begin reversing decades of environmental damage in the Upper St. Johns River Basin. This is a state request.

5) Navigation

a) Atlantic Intracoastal Waterway from Norfolk to the St. John's River -- $2,356,000

b) Intracoastal Waterway from Jacksonville to Miami -- $1,110,000

These are part of the President's budget request.

One last specific point before I quit: our newest member of the Florida Congressional Delegation, Ileana Ros-Lehtinen, has asked me to speak on her behalf concerning the Miami River in her district. The Congresswoman couldn't be here since she is unable to get back in time from an important event in her district.

Congresswoman Ros-Lehtinen strongly requests the subcommittee's support in providing direction and funding to the Secretary of Army to immediately develop a plan and budget adequate to undertake the dredging and disposal of highly contaminated sediments from the Miami River. These toxic sediments threaten navigation as well as environmentally sensitive Biscayne Bay.

The Miami River serves as an important economic trade link to ports in the Caribbean that cannon handle larger ocean going vessels. In this function, the river is an important component of the Caribbean Basin Initiative. Dredging has long been sought by local officials, and we believe that strong National Economic Benefits would be derived by undertaking this project.

I submit for the record Congresswoman Ros-Lehtinen's complete testimony, along with several other testimonies from members who were unable to be here as well.

As Dean of the Florida Delegation, I want to again express my gratitude for allowing us to come before you here today. I strongly support the state's comprehensive public works package.

Mr. BENNETT. The first item is the Duval County Beach erosion renourishment, 2 million.

The next item is Amelia Island. There seems to be some controversy between the local people, the Navy and the Corps of Engineers—primarily the Corps of Engineers. Perhaps with a little staff work, we can work that out.

It is not a dollar item. it is an agreement as to where the sand is supposed to go.

Harbor maintenance, Jacksonville's Harbor, $1.2 million. Water quality St. George River Basin, that is a very large basin, $1,300,000.

Atlantic Intracoastal Waterway from Norfolk to the St John's River, $2.3 million.

I have submitted a statement for our newest Member, Mrs. Ros-Lehtinen. She felt she would like to submit a development plan.

[The statement of Hon. Ileana Ros-Lehtinen follows:]

STATEMENT OF REPRESENTATIVE ILEANA ROS-LEHTINEN
BEFORE THE SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
ON THE FISCAL YEAR 1991 BUDGET
MARCH 28, 1990

I very much appreciate the opportunity to appear before you today so that I may provide you with information regarding the Miami River and to request your support in joining local efforts in South Florida to take timely action to meet two very important goals: (1) to maintain proper clearances for commercial and private vessels to navigate the River; and (2) to abate pollution and to improve the water quality of the Miami River and hence in Biscayne Bay, the Biscayne National Park and the Biscayne Bay Aquatic Preserve.

Project Background

The Federal role in navigation improvements to the Miami River dates back to 1930, when the Miami River navigation channel was authorized as a Federal public works project. In 1933 the Army Corps of Engineers established the navigation channel by box cutting a channel in the River's underlying rock layer and then dredging a navigation channel fifteen feet deep, of varying width, through a 5.5 mile length of the River.

As early as 1972 Congress went on record to support efforts by the U.S. Army Corps of Engineers "in the interest of navigation, pollution abatement, and other allied water purposes" pertaining to the Miami River. The Corps has periodically

responded to further Congressional directives to assess the navigation and clean-up needs of the Miami River.

The latest Congressional provision for such Corps activity is included in Section 1162 of the Water Resources Development Act of 1986. That Act, which became Public Law 99-662 when signed by President Reagan on November 17, 1986, authorizes and directs the Secretary of the Army to remove polluted bottom sediments from the Miami River and the Seybold Canal.

The Corps of Engineers has undertaken a feasibility report based on the Congressional directive in Section 1162. The draft of the report was made available for circulation and review in December, 1989. The Corps found that no National Economic Development Benefits could be identified for the removal of sediments in the Miami river and Seybold Canal. We in South Florida do not, can not, accept this conclusion of the Corps. Let me take the time to outline for you the importance of the Miami River, and the greater importance of making the investment now, to clean up this vital but polluted asset of South Florida.

The Navigation Role of the Miami River

The river terminals of the Miami River serve a vital function not only to the South Florida economy, but to the economies of several countries of the Caribbean Basin. The Miami River is, arguably, the most important facility available in the

United States for economic and trade ties with these countries due to the fact that many of them have restricted harbor depths comparable to that of the Miami River. Thus there has been a long-established set of trade links, both on paper and on the water, that serve to tie the United States and the countries of the Caribbean Basin together.

I do not doubt that a few of the shippers or terminal operators that currently do business on the Miami River could relocate to the Port of Miami or to some other more distant port in Florida or the southeastern United States. I do know, however, that the shipping interests of many of the Caribbean countries could not afford the rates at the Port of Miami or similar harbors because the economies of scale are not in their favor: these shippers cannot sail any larger vessels into many of the Caribbean ports.

According to data compiled by the Corps of Engineers, the terminals along the Miami River accounted for some 800,000 tons of export cargo in 1986, with a value in excess of $2 billion. The Corps found that the navigation channel is experiencing shoaling at the present time with the calculation that maneuvering width losses average one foot per year throughout the entire River. Already the larger draft vessels must await high tide as well as tug assistance to maneuver in the River.

The draft feasibility report states: "(s)hould restrictive sediments not be removed from the river, channel side shoaling will eventually narrow the vessel maneuvering lane to the point where smaller vessels will have to replace the larger commodity movers on the river. Under this scenario, ever increasing losses will be realized by river terminal operators until they will be forced to cease operations on the Miami River. This will cause major unemployment and a severe loss of revenues for the City of Miami and Dade County.".

Mr. Chairman, the businesses along the Miami River, which were brought into a coordinated effort with other South Florida public and private groups to address the navigation, pollution and water quality issues of the river via the Miami River Coordinating Committee, do not seek any lengthening or deepening of the current navigation channel as established by the Army Corps of Engineers. They seek, rather, to ensure that the port functions of the Miami River continue to be able to function as a vital element in the South Florida and the Caribbean Basin economies.

The Corps of Engineers has, for channel maintenance purposes, divided the Miami River into three sections for analysis. The Corps has concluded that maneuvering room widths will further decrease by five feet in all three sections at a 12 foot depth by 1995, and by an additional five feet by the year

2000 due to shoaling of sediments along the outer edger of the navigation channel. The Corps further concluded that maintenance dredging of the Miami River is warranted, and could be accomplished by clam shell dredging and ocean disposal of the dredged materials.

Environmental Issues Relating to the Miami River

The Miami River, like so many of our water resources, has suffered from our early indifference to our natural resources. Over the years pollutants have entered the river from a number of sources, mainly man-made sources which could be expected to be experienced in an urban river. Efforts to abate the pollution of the river have been underway by a variety of state and local entities in both the public and private sectors.

In addition to industrial and shipping-related pollutants, the local jurisdictions abutting the river discharged storm and wastewater directly into the river. Such actions largely ceased by 1960 when the direct discharge of municipal and county wastewater was discontinued. The river still does receive intermittent overflow as well as pollutants borne by storm sewer outfalls. A county-wide stormwater management utility is currently under study, and many stormwater outfalls should be curtailed in the future as a result. The City of Miami already has a stormwater management utility in-place. Another significant source of pollution has been the site of a World War

II U.S. naval munitions facility on the Miami River.

We also have had significant problems with abandoned vessels. As many of you are well aware, the U.S. Customs Service at one time had as many as 170 confuscated vessels docked in the river. These vessels had a serious negative impact on the river with rusting hulls rupturing and spilling bilge, oil and grease into the river. The Dade County Congressional delegation successfully sought a Congressional mandate for these vessels to be removed. The Customs Service has contracted for such removal, and fewer than 20 confuscated vessels still remain.

Local jurisdictions have put stringent monitoring and clean-up programs into place. The City of Miami has a mooring code to provide for the timely removal of deteriorating or abandoned vessels. A $30 million bond issue by the City of Miami for storm sewer drainage basins has been approved to eliminate outfall pollution into the river. There is a permitting process for dewatering, coastal construction and industrial waste discharges. Fuel leaks have been limited via toxic waste prevention programs. Bilge waste pumpout facilities and marine sanitation devices are in place.

The draft feasibility report prepared by the Corps of Engineers found that most sources of pollution into the Miami River have been reduced, and that fixed point pollution has been

halted. The report does focus on the remaining significant local environmental concern; that is, the persistent presence of pollutants in river sediments. The feasibility report concludes that, while river sediments do contain pollutants (in some cases in excess of standards), the level of sediment contamination overall does not warrant specialized dredging or disposal methods.

We in South Florida do not agree with this conclusion of the feasibility report, and we are thus seeking your assistance in providing the Corps of Engineers with the guidance and resources necessary to provide for the type of environmentally sensitive dredging and disposal necessary to make the Miami River cleaner and, more importantly, to ensure that these polluted sediments are not allowed to enter Biscayne Bay, the Biscayne National Park or the Biscayne Bay Aquatic Preserve.

These fragile, environmentally sensitive areas at the mouth of the Miami River are already subject to ongoing pollution by Miami River sediments due to the fact that vessel props actually dredge the naviation channel each day, thereby suspending the polluted sediments from the channel bottom into the water column as it flows into Biscayne Bay. More frightening than this ongoing pollution process is the potential for an ecological disaster should a hurricane strike in our area with a resulting flushing action in the Miami River which could transport all of

the polluted sediments directly into Biscayne Bay.

The impacts of either the continued sediment transfer or a sudden flushing caused by a hurricane would be devastating on the ecology of Biscayne Bay. We need to act now to stop the constant degradation of the Bay, and to avoid a catastrophic occurance such as can be anticipated if a hurricane should strike. We know that our regulatory actions are not enough to clear the Miami River of pollution or to stop the transport of the polluted sediments into Biscayne Bay. The river sediments are contaminated and will remain so. The sediment must, therefore, be removed and disposed utilizing environmentally safe procedures.

Project Request

In order to protect the economic vitality of the Miami River as well as the ecologically sensitive Biscayne Bay, I am asking your support in providing direction and funding to the Secretary of the Army to immediately develop a plan and budget adequate to undertake the dredging and disposal of the Miami River and Seybold Canal sediments utilizing environmentally safe procedures. It is requested that the Seybold Canal be dredged a distance of .4 miles from its confluence with the Miami River to its intersection with Northwest 11th Street.

It is imperative that the dredging method used not allow

suspension of the sediments, such as would occur with clam shell dredging. Suction dredging is one method which would be environmentally sound. Similarly, the plan and budget should provide for upland disposal of the dredged contaminated sediments rather than ocean disposal. We further request that this Committee, as part of its directive to the Secretary regarding this project, provide that the requested plan be completed in a timely manner to allow the inclusion of funds to start the dredging and disposal process in the FY 1992 budget submission to the Congress from the Corps of Engineers.

We must move expeditiously to develop the most environmentally sensitive dredging and disposal plan possible in order to ensure that the partnership of local, Federal and Congressional entities which have a responsibility for the stewardship of our economic and environmental resources, act as quickly and as responsibly as possible to protect the ecological, recreational, and economic well being of the Miami River and Biscayne Bay.

Mr. BENNETT. Without further concern, I will call to the next gentleman who is here, Mr. Fascell.

Mr. BEVILL. Do you have a statement, Mr. Fascell?

Mr. FASCELL. Mr. Chairman, I have a prepared statement. I would ask that be included in the record.

Mr. BEVILL. Without objection, it will be in the record.

Mr. FASCELL. I will stake them right here. I will take a moment to express my appreciation to the committee for its consideration of the Florida projects.

I support all the Florida projects very strongly. We know that the committee has got a difficult job both in the allocation of funds and in the determination of priorities.

We expect you to do your usual best in meeting all of those problems. Certainly Florida is no different than most other states in having particular and peculiar problems and priorities.

We start out with the ultimate, Mr. Chairman, which is, of course, we would like to have all of our projects funded on a high priority basis.

I would like to mention one in my district which by all standards does have a right to be a very high priority. As a matter of fact, it can be called an emergency. That is the Everglades National Park.

It doesn't just exist in my district, but the largest part of it is there. The work that has been authorized now is absolutely essential along with the acquisition of land which most experts have agreed, both in the Administration and outside the Administration, is absolutely essential to save the park.

Otherwise, the tremendous investment, the natural resources itself will be very short-lived. As a matter of fact, it is amazing that it has existed this long.

Given the difficulty, the normal difficulty—I want to stress that—we have a project as large as the Central and Southern Florida Flood Control District, which is the largest, man-made, water controlled district in the history of the world and which has been modified and worked on since 1947, the year of the original hurricane that brought about all of this tremendous activity and work.

Nevertheless, it has to be modified once again in order to do what is necessary to not only acquire the land and re-establish the water flow to the park and that area, in a condition as natural as possible, but also to construct the works that will be necessary to protect nearby property owners, farmers and residents. That will have to be determined, of course, by all of those who are working on the project.

The issue is not the project itself, not the change that would be required, but there is some confusion with regard to what budget the actual construction which will be done by the Corps will be in.

There are some who think it ought to be Department of Interior.

Some think it is a regular Corps project, and ought to be undertaken by the Corps. I don't want to make that decision, Mr. Chairman.

It seems to me that would be up to you and Mr. Yates and the other subcommittee. I, frankly, don't care whose budget it is in. I trust the wisdom of the committee as to whose responsibility, who has the jurisdiction to do it. That is the main thing.

I don't want to get caught in that business, "Well, he is supposed to do it. It is in your budget, not mine." That kind of thing.

The project will die if we get in that kind of thing.

I urge you every way I know how. I will urge the other Chairman also to get his staff to meet with your staff and see if we can't reach an agreement.

I would really appreciate that.

[The statement of Hon. Dante Fascell follows:]

STATEMENT OF CONGRESSMAN DANTE B. FASCELL BEFORE THE ENERGY AND WATER DEVELOPMENT APPROPRIATIONS SUBCOMMITTEE

March 28, 1990

Mr. Chairman and members of the subcommittee, I am most grateful to you once again for the opportunity to present to you the needs of the 19th Congressional District of Florida for public works projects. You have always been most generous in your recognition of our requirements in the past and I urge your continued indulgence because many of the projects you have funded in the past still need attention.

I support the entire program submitted to you today by the State of Florida and, particularly, those projects in Dade County which are not in my district but which affect the entire community. These include improvements to the Miami Harbor Channel, the cleanup of the Miami River which is very important to us all, and the several beach erosion projects which are critical to our tourist economy. In addition, I strongly support the full allocation of $6 million for the Kissimmee River Restoration Project which will restore approximately 8500 acres of floodplain wetlands.

There are two projects in the 19th District that are of particular importance to me on which I would like to elaborate further.

EVERGLADES NATIONAL PARK WATER MODIFICATIONS

Last year, we authorized legislation which I introduced and which was cosponsored by the entire Florida delegation to expand Everglades

National Park and to restore the natural flow of water to the park. As you know, over the years we have undertaken a number of projects in Central and South Florida to divert the water flow for a variety of reasons including flood protection, agricultural development and urban drinking supplies. We have even taken action on an emergency basis to provide a guaranteed amount of water to the park on an annual basis. Despite all these efforts, however, it has now been determined that there still are serious ecological problems affecting the park which are threatening its very existence.

The experts have been saying that the only way to save the park is to restore the natural flow of water so, in 1985, we funded an experimental program for the Corps of Engineers to determine how best to do this. The General Design Memorandum is nearing completion and we hope to have an approved Chief of Engineers Report by this summer.

The President's budget for FY '91 includes a request of $15 million for the start of the Everglades project--$7.5 million for land acquisition and $7.5 million for the modification of the water deliveries (which also provides for flood protection for an 8.5 square mile area of homes in the East Everglades). However, the administration provides all of this request in the Department of the Interior's budget. While the land acquisition portion of the request clearly belongs there, the water delivery modifications will be undertaken by the Corps of Engineers and involve modifications of, and additions to, an existing Corps project. Frankly, Mr. Chairman, I don't care who pays for this as long as it gets done. It is critical to the survival of the park that the entire project move as quickly as possible. However, I understand that some of our colleagues on the Interior Appropriations Subcommittee may have a problem with funding a Corps project out of the National Park Service's already meager budget. Therefore, I urge you to get together with Chairman Yates and his subcommittee and come

to an agreement as to how this can be resolved so the full $15 million is approved. If this means putting it in your bill, I hope you will see fit to do this and will be extremely grateful to you.

For your clarification, this project is listed in the State of Florida's presentation as "Shark River Slough Restoration" under the Central and Southern Florida Flood Control Project.

MONROE COUNTY BEACH EROSION (SMATHERS BEACH)

You will recall that for the last several years we have provided funding to complete the pre-construction engineering and design work for this project. Each year, the administration has refused to spend the money on the grounds that, as a recreational project, the local sponsor should provide more than the 50 per cent share provided by law. We have consistently contended that this is an economic, not a recreational, project since the economy of Key West is based almost entirely on tourism. Last year, you included language in the bill directing the Corps to proceed with the project. Unfortunately, the Senate did not provide this language and it was not part of the Conference Report.

Once again, I am requesting an appropriation of $1,316,000 so this project can get back on track. Also, I hope you will again provide legislative language directing the Corps to proceed without further delay.

Mr. Chairman, thank you again for your consideration and past generosity. I know the people of the 19th District will be most grateful for your approval of these requests.

Mr. BENNETT. The next on my list is Congressman Hutto.

I think he has a statement to put in the record.

I don't see him here.

After that is Bill Nelson. The same with regard to him.

After that is Tom Lewis.

Mr. Ireland?

Mr. IRELAND. Thank you, Mr. Chairman.

Mostly I come here this session to thank the committee for its past work on behalf of the Tenth Congressional District.

I have a statement that is ready for the committee's attention.

Mr. BEVILL. It will be made a part of the record.

Mr. IRELAND. Thank you, sir.

A couple of things in that statement I would call attention to. One of them in particular, the Manatee County Beach Erosion Control Project, the committee has helped us in the past.

The Corps of Engineers is requesting an additional $3.2 million. I strongly support that request.

All of you are very familiar with it. It is moving in the right direction with a great deal of support from the area.

Also, in my statement, I mention the need for approval, on the Gulf Coast, at Port Sutton, in Tampa Bay. The project is to dredge the installation at Port Sutton. The Corps has already spent $200 million in the Tampa Harbor project. Without approving the dredging to Port Sutton, we leave a good part of that $200 million on the table, so to speak, as inaccessible.

The reason the Corps has not stepped up is because of a new policy known as "the Single Beneficiary Policy," that you are aware of. In this case, it certainly makes no sense and is counterproductive.

Installations and concerns all over Florida would use that terminology. It is, in my judgment, a misguided policy that I know some of my other colleagues will address as well.

Finally, I request continuation of your support for the Kissimmee River Restoration Project, which is underway and working well. I think it merits the committee's attention.

I appreciate, again as I say, the work of the last several years that has been so helpful to my district.

Thank you very much for your indulgence.

[The statement of Hon. Andy Ireland follows:]

TESTIMONY OF THE HONORABLE ANDY IRELAND

BEFORE THE

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

COMMITTEE ON APPROPRIATIONS

March 28, 1990

Mr. Chairman, I appreciate the opportunity to appear before the Subcommittee today to discuss a program which the Subcommittee has supported in the past - the Manatee County Beach Erosion Control Project. In addition, I would like to express my support for two other programs which are of great significance to the entire State of Florida -- Port Sutton in Tampa Harbor and the Kissimmee River Restoration project.

First, however, I wanted to personally thank you, Mr. Chairman, the Members of the Subcommittee and your staff for the consideration you have shown in the past to my requests on behalf of Florida's 10th District. As you know, the Manatee Harbor project is proceeding and this small Port is continuing to grow and prosper.

The second project in my District which the Subcommittee funded last year is the **MANATEE COUNTY BEACH EROSION CONTROL** program. I believe you are familiar, from our past discussions about it, with the situation facing the residents of Anna Maria Island and the potential safety problems inherent from the threat of storms and storm tides. Last year the Subcommittee supported the program by appropriating $5 million.

Anna Maria Island is located in the Gulf of Mexico off the coast of Bradenton in Manatee County, Florida. The Anna Maria Island Beach Erosion Control Project will renourish 4.2 miles of beach along the Gulf Coast from Holmes Beach south to Long boat Pass. The extensive erosion over time leaves the island little protection against hurricane damage, an all too common occurrence in the State of Florida. In fact Manatee County, in 1985, sustained the double effects of back-to-back hurricanes, Elena and Juan.

For FY '91, the Corps of Engineers has requested an additional $2,320,000 for this renourishment project. As you know, there is total commitment to the program from the project sponsor and beneficiaries. I ask that the Committee favorably consider this request.

Further, I would like to bring to the attention of the Subcommittee, a project of significance to the Port of Tampa. Included in the already budgeted items are $1,960,000 for the regular operation and maintenace on the main ship channel and $100,000 for the survey on the Alafia and Big Bend Channel project. However, even though the PORT SUTTON CHANNEL deepening project has been authorized and the Chief of Engineers has issued a favorable report recommending federal participation, no funds have been requested for the project. It is estimated that about $1,155,000 will be needed.

You may recall that the Secretary of the Army reversed the recommendations of the Chief due to a determination that only one terminal operator would benefit from the proposed dredging work. In making this determination, the Secretary was assessing the project based on the Department's new single beneficiary policy which defines a beneficiary in terms of terminal ownership and precludes shippers as potential beneficiaries.

I have recently testified before the Water Resources Subcommittee of the House Public Works and Transportation Committee to ask that this policy be repealed. While the Tampa Port appears to be the first port to which the policy has been applied, it has potential implications for other economically justified projects throughout the country.

The Port Sutton Channel connects with the main federal channel and is an integral part of the overall workings of the Tampa Harbor. Logic is simply not served by the rationale that where two or more terminals are located on a channel, there is a federal interest; whereas, an equally viable contributor to the phosphate industry is denied access to the main ship channel simply for lack of a neighboring terminal. Furthermore, it would seem that the benefits from the $200 million public investment in the main ship channel would be optimized by linking as many terminals as possible to the federal channel.

I appreciate the Subcommittee's support for funding the Port Sutton Channel engineering and design work in the FY '90 appropriations legislation, along with bill language mandating that the Corps proceed with the work. In that the department's single beneficiary policy remains in force, may I ask that in addition to the construction dollars, that comparable bill language be included within the '91 bill, directing that the Corps continue with the project through completion.

Finally, Mr. Chairman, I would like to ask the Subcommittee's continued support is the **KISSIMMEE RIVER RESTORATION**. As you know, Section 1135 of the federal Water Resources Act of 1986 authorized $25 million for mitigation of environmental damage done by federal public works projects. The FY '90 budget contained $4 million of this money for Kissimmee restoration, and OMB has released $2.3 million of funds appropriated in FY '88 and FY '89. This year the State of Florida is requesting $6 million which I hope the Subcommittee can support.

I appreciate the Committee's time and consideration of these programs. If you have any questions, I would be happy to respond.

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Mr. BEVILL. Very good.

Mr. BENNETT. I made another horrible mistake.

Bill Young is the most senior man here next to the Speaker, I expect.

Mr. YOUNG. I will be happy to yield to those who preceded me at the table. I think that is only fair.

Mr. BENNETT. All right. Mr. Lewis is next.

Mr. LEWIS. Thank you.

I want to thank you for the opportunity to appear before the subcommittee today. As in past years, your consideration and cooperation with the Members of the Florida delegation from both you and the subcommittee and its staff with respect to water projects is greatly appreciated.

I will submit my prepared testimony for the record. However, I would like to take the opportunity to highlight several matters the subcommittee has looked favorably on in the past.

The first is my request for funds to complete a reconnaissance study for a simulation study in the south Florida hydrologic system.

As we have discussed in the past, Lake Okeechobee and its surrounding area is key to the life of south Florida. Estimates place the population on the south Florida coast as close to 5 million. Many depend on the ecosystem for municipal drinking water.

Others in the area utilize the water for the 1 billion agriculture industry. In addition, environmental, recreational and general land use are high priorities for all citizens. Last year the subcommittee provided the funding for the first steps of a method model program.

As designed, this system allows us the ability to analyze the short and long term impact of various project discussions. There are those who say the lake is facing eminent disaster and action must be taken because we have no time to wait for the developement of a management system. I believe we must take the correct action without delay.

Based on our history, we cannot afford to manage by the often utilized trial and error system.

The cost is too great both in time and money. For the subcommittee's benefit, I have attached a copy of a Corps draft, that is the Army Corps of Engineers draft plan, a study.

Upon review, I am sure you will agree we are headed in the right direction. I am asking the subcommittee to take the next step in the important project by providing the remaining funds to complete the study.

Your support is vital to the success of this project and the future of south Florida.

Second, Mr. Chairman, I urge the subcommittee to provide necessary funds for construction of Fort Pierce Harbor located in St. Lucie County, Florida. The subcommittee has been supportive of the widening and deepening of the Harbor.

The economic benefit derived from this project will greatly assist the local area. Officially at both the state and local levels committed the necessary funds to meet all final financial obligations.

Currently we are waiting a final general design memorandum slated for approval within weeks from the Corps of Engineers. I

urge the Corps to provide the funds requested to begin construction in fiscal year 1991.

In closing, I want to lend my support to all the projects requested by the State of Florida, including the Kissimmee River restoration.

Should you or any Members of the subcommittee have questions regarding the projects I have outlined in my prepared testimony, I would be more than happy to answer them, Mr. Chairman.

I thank you for your time.

[The statement of Hon. Tom Lewis follows:]

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March 28, 1990

Honorable Tom Bevill
Chairman
House Committee on Appropriations
Subcommittee on Energy and Water Development
2362 Rayburn HOB
Washington, D.C. 20515

Dear Mr. Chairman:

Pursuant to the Subcommittee's request, I have enclosed fifteen copies of my prepared testimony for tomorrow's hearing.

As in years past, I greatly appreciate your assistance on matters which are of concern to the 12th District of Florida and look forward to appearing before your Subcommittee.

Sincerely,

Tom

Tom Lewis
Member of Congress

TL/mjr

THIS STATIONERY PRINTED ON PAPER MADE WITH RECYCLED FIBERS

TESTIMONY OF

THE HONORABLE TOM LEWIS

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

COMMITTEE ON APPROPRIATIONS

MARCH 28, 1990

Mr. Chairman, thank you for the opportunity to submit testimony to the Subcommittee in support of the State of Florida's requests for energy and water development project funding for fiscal year 1991.

Let me begin by stating that I fully support the requests made by the Florida Department of Environmental Regulation. However, I would like to take this opportunity to direct the Subcommittee's attention to several projects which are of particular interest to the people of Florida's Twelfth Congressional District. For the convenience of the Subcommittee, I have provided a summary of my requests, followed by a brief explanation on several of those listed items.

Fiscal Year 1991 Energy and Water Appropriations Requests

General Investigations (Study or Project)

(SPE)	Simulation Model of South Central Florida Hydrologic Ecosystem	$ 207,000
(Con)	Fort Pierce Harbor	$ 4,930,000
(BE)	Palm Beach County (Jupiter Beach/Carlin Park)	$ 1,665,800
(BE)	Palm Beach County (Coral Cove)	$ 1,490,400
(BE)	Palm Beach County (Mid-Town)	$ 5,445,355
(SP)	Martin County (Four Mile Beach)	$ 546,045
(SPE)	Fort Pierce Beach Erosion Re-evaluation	$ 100,000
(-)	Central & Southern Florida Flood Control Project	$35,292,000
	* Kissimmee River Restoration	$ 6,000,000
	* C-51 East Project	$ 1,200,000
	* C-51 West Project	$ 5,500,000
	* St. Lucie County Canal Stabilization	$ 100,000
	* Repowering Pump Stations 6 & 9	$ 4,500,000

* I support Congressman Harry Johnston's funding requests for the Lake Worth and Ocean Ridge beach erosion projects located in Palm Beach County, Florida.

Energy and Water Appropriations
Lewis Testimony
Page Two

Operation and Maintenance

(N)	Okeechobee Waterway, FL	$ 1,638,000
(N)	Port Pierce Harbor, FL	$ 651,000
(N)	Palm Beach Harbor, FL	$ 944,000
(N)	St. Lucie Inlet, FL	$ 130,000
(FC)	Central and Southern Florida, FL	$ 4,627,000
(FDP)	Coast of Florida Erosion and Storm Effects Study, FL	$ 750,000
(N)	Intracoastal Waterway, Jacksonville to Miami, FL	$ 1,110,000
(-)	Removal of Aquatic Growth, FL	$ 3,196,000

Smiulation Model of South Central Florida Hydrologic Ecosystem

On November 18, 1988 President Reagan signed into law S. 2100, the Water Resources Development Act of 1988. Specifically Section 11, titled "Simulation Model of South Central Hydrologic Ecosystem" is directed toward developing a management model system for Lake Okeechobee and its surrounding ecosystem.

As you may be aware, Lake Okeechobee and its surrounding ecosystem is key to the life and vitality of South Florida. Estimates place the population of the South Florida coast at over four million and increasing. Many depend either directly or indirectly on the ecosystem for municipal drinking water. Others living in the area utilize the water for the $1 billion agricultural industry. In addition, recreational, environmental and general land use are high priorities for other citizens.

Throughout the 20th century, the management of Lake Okeechobee and the surrounding ecosystem can be characterized as fragmented, narrow in focus and directed toward achieving limited objectives. In short, the impact of the action on the entire ecosystem has never been considered. I am not criticizing the importance of these past decisions becasue the decision makers did not have the benefits of the extensive scientific research or computer-scientific management tools. Today, however, technology and information is available through which to base sound, long-term decisions.

There are those who say Lake Okeechobee is facing imminent catastrophic disaster, and that action must be taken now to protect the Lake because we do not have the time to wait for the development of a management system for the entire ecosystem. I believe we must take the CORRECT action without delay. Based on our history, we cannot afford to manage by the often utilized "trial and error" system. The cost is too great both in time and money.

The management model system proposed in Section 11, to be developed by the Corps of Engineers in cooperation with scientists at all levels of government and the private sector, established for the first time a common data system. This system allows us the ability to analyze the short and long term impact of various project decisions. Information, data and all other pertinent material available regarding the Lake and its ecosystem will "plugged in" to this management model.

To ensure that the system accomplished the objectives outlined by the law, it would be demonstrated on Lake Okeechobee but would be usable on any aquatic system in the United States.

Discussions with the Army Corps of Engineers, scientists and various State officials substantiates the need for $250,000 for a reconnaissance study.

Last year, the Subcommittee provided preliminary funds ($50,000) to initiate a reconnaissance study for this important project. To date, the Corps has utilized one-fifth of these funds and has placed the remaining fiscal year '90 monies in HQUSCAE pending receipt of additional study funds. For the Subcommittee's benefit, I have enclosed the Army Corps initial Plan of Study. This document provides us the necessary foundation on which to build a reconnaissance study and ultimately, the management model.

Mr. Chairman, today, I am requesting that the Subcommittee provide the remaining funds ($207,000) in fiscal year 1991 to complete this important document. In this era of tight budget constraints, I recognize the need to scrutinize carefully all funding requests. Let me assure you, to invest now in this important management model will save significantly in the future. Given the enormous impact Lake Okeechobee and its surrounding ecosystem has on the welfare of South Florida, I have little doubt federal funds will be necessary for its preservation. My request establishes a tool by which the federal government can better monitor the impact of these funds. We must have a means by which to measure any future federal funding decisions.

Fort Pierce Harbor

The city of Fort Pierce is located in St. Lucie County on the central Florida east coast. The Fort Pierce Harbor, 3.5 miles in length and 25 feet deep, provides much needed access to the city for the shipment of fresh citrus products, citrus pellets and aragonite - commodities which are vital to the economic welfare of Fort Pierce.

In late August 1985, the Army Corps of Engineers recommended deepening the Fort Pierce harbor access channel and harbor area. The proposed project will allow Fort Pierce to accomodate deeper draft ships which would result in transportation savings to shippers. This will facilitate an increase in shipping through the port, which could in turn attract new businesses and help provide greater employment in the area. The project also provides recreational benefits and, with expanded tidal flushing action (resulting from a deeper and wider channel) the area's water quality may be improved.

Army Corps reports have addressed some environmental issues that had been identified by State and Federal agencies. Of special importance were the project impacts on a sabellaird worm reef and seagrass beds. Corps officials report some of the dredged material would be used to convert old borrow holes to a shallow water habitat for seagrass planting.

The project has been consistently supported by the Army Corps of Engineers and interested localities. County officials have already made the necessary budget preparations to assume their cost-sharing responsibilites. To date, all necessary studies have been favorably completed and the project, authorized in P.L. 100-676, is ready now for construction. Corps officials have indicated that the final General Design Memorandum will be approved in April of this year.

Mr. Chairman, over the years the Subcommittee has continued to provide support for this needed project. I urge the Subcommittee to appropriate the $4,930,000 required to begin construction in fiscal year 1991.

Beach Erosion

- Palm Beach County: Jupiter Beach/Carlin Park

This project is a part of the overall Palm Beach County renourishment program. I have personally witnessed the critical erosion experienced by this section of beach for many years. Many erosion control structures have been built but have been unsuccessful. In 1981, emergency measures were required to save a portion of road and parking lot at Jupiter Beach Park. In subsequent years the road and parking lot were completely lost.

This project will provide storm protection for upland structures, roads and two county parks. An enlarged beach will provide additional recreational opportunities and should provide improved turtle nesting areas.

I urge the Subcommittee to approve this important project.

- Palm Beach County: Coral Cove

This project area is one mile in length, of which 3,000 feet are in a public park. The state and county recently spent $16 million to acquire the park property. County officials intend to initiate park improvement in 1991. The dunes along this beach were restored and revegetated in early 1989 and crossovers were constructed. At this time, eroding beach is threatening the restored dunes.

This project will provide storm protection for the restored dunes and the park. It will provide additional protection for the upland structures and will provide increased recreational area. As with the above noted Jupiter Beach/Carlin Park project, it is believed a larger park will provide more favorable conditions for the large number of sea turtles that nest each year.

- Palm Beach County: Mid-Town

Public beaches at the Town of Palm Beach have undergone extensive erosion. At high tide, the beaches are completely submerged. In addition, there is great potential for the destruction of public roadways and homes. Seawalls have been constructed immediately in front of some structures to prevent undermining.

Mr. Chairman, this project marks more than three years of preparation by the town's elected officials, staff and coastal consultants. The proposed project will renourish 2.5 miles of the Mid-Town beach area - an area important to residents and the local business community.

Army Corps officials have reviewed a preconstruction (GDM) report submitted by the Town of Palm Beach in April 1989. Corps comments were forwarded to the Town in November, 1989.

In light of the importance of this area to the entire community, I urge the Subcommittee to look favorably upon this request.

- Martin County: Four Mile Beach

Mr. Chairman, the report recommending a Federal Shoreline Protection Project for the northern 4 miles of Hutchinson Island in Martin County, Florida has been forwarded to the Office of the Secretary of the Army for final approval.

As drafted, the plan provides for restoring a protective beach along 4 miles of the northern shorefront of Hutchinson Island - an area known as a major sea turtle nesting area. In fact, it is estimated that approximately 1000 nests are made each year in this particular area.

The initial beach fill would restore the priamry dune to a 20-foot wide crest, provide a 35-foot wide berm and a gentle slope to the existing bottom. Major consideration will be given to turtle protection during construction.

This area is not only beautiful but also unique. I trust the Subcomittee will recognize the need for this important project and provide the necessary funding.

Central and Southern Florida Control Project

- Kissimmee River Restoration:

Mr. Chairman, I support the State's funding request of $6 million for Part I of the Kissimmee River Restoration Project: the Level II Backfilling Plan.

In reviewing the project area, you will note that approximately 80% of the River area is located in my congressional district. The impact of any proposal has a great impact on those whom I represent.

Part I involves backfilling three to five miles of the canal in the central reach of the river. This will be the first step towards backfilling a continuous 25 to 30 mile section of the canal and will restore approximately 8500 acres of the floodplain wetlands.

For the Subcommittee's benefit, I have enclosed some additional information which may be of assistance to the Subcommittee in understanding the breadth of this significant task.

The State of Florida has worked diligently for many years to gain support and move forward on this significant project. I trust the Subcommittee will recognize its importance and provide the requested funds.

- Repowering of Pump Stations 6 and 9:

Mr. Chairman, during the mid-1950's two pumping stations, commonly refered to as S-9 and S-6, were constructed as part of the congressionally authorized Central and Southern Florida Flood Control Project. Pumping Station S-9, located approximately 20 miles west of Hollywood, and Pumping Station S-6, located in south central Palm Beach County on the Hillsboro Canal, severe as the mainline defense in South Florida's efforts to prevent major flood damage. Their role is especially vital to the hundreds of thousands who reside in this particular region during hurricane season.

Over the years, South Florida Water Management District has been plagued by numerous maintenance and replacement problems with respect to these pumps. In 1985, it became clear to SFWMD that repowering of both pumps was necessary to ensure the safety and welfare of the residents of South Florida.

Over the years, SFWD has assumed much more than its share of the financial burden in terms of these pumps. Inadequate design, poor replacement materials, etc., have forced SFWMD to prematurely repower these pumps. And, while the economic life of the operating equipment (Army Corps Design Memorandum states 25 years) has passed, the actual useful life has been seriously impaired from the outset of operation.

In light of the Corps responsibilities to ensure the sound operation of the Central Southern Florida Flood Control project, I urge the Subcommittee to support the State's request for the necessary reimbursement funds.

Removal of Aquatic Growth:

Mr. Chairman, the Florida Aquatic Management Program has become a vital component to the preservation of the State's water resources. Many of Florida's major lakes and rivers are infested with hydrilla and water hyacinths. Their presence endangers the quality and natural flow of the water supply. Maintenance control is essential.

In recent years, this program has been severely hindered by budgetary constraints. Over-burdened State budgets are unable to fulfill the financial responsibilities for this type of program.

It is essential that adequate funding be provided to ensure continued aquatic management. I urge the Subcommittee to look favorably upon this program and provide the necessary appropriations.

CESAJ-PD-F 30 JANUARY 1990

PLAN OF STUDY

SIMULATION MODEL OF SOUTH CENTRAL FLORIDA HYDROLOGIC ECOSYSTEM

AUTHORITY

This study was authorized by Section 11 of the Water Resources Development Act of 1988 (PUBLIC LAW 100-676) which states:

(a) In General -- The Secretary, in cooperation with affected Federal, State, and local agencies and other interested persons, may develop and operate a simulation model of the central and southern Florida hydrologic ecosystem for use in predicting the effects --

(1) of modification to the flood control project for central and southern Florida, authorized by the Flood Control Act of 1948,

(2) of changes in the operation of such project, and

(3) of other human activities conducted in the vicinity of such ecosystem which individually or in the aggregate will significantly affect the ecology of such ecosystem,

on the flow, characteristics, quality, and quantity of surface and ground water in such ecosystem and on plants and wildlife within such ecosystem. Such model shall be capable of producing information which is applicable for use in evaluating the impact of issuance of proposed permits under section 10 of the Act of March 3, 1899 (30 Stat. 1151; 33 U.S.C. 403), commonly known as the River and Harbors Appropriation Act of 1899, and under section 404 of the Federal Water Pollution Control Act.

(b) Availability To State and Local Agencies. -- The Secretary shall allow Federal, State, and local agencies to use, on a reimbursable basis, the simulation model developed under this section.

(c) Cost Sharing. -- The Federal share of the cost of developing and operating the simulation model under this section shall be 75 percent.

CENTRAL AND SOUTHERN FLORIDA (C&SF) PROJECT

The Central and Southern Florida (C&SF) Project, authorized in 1948 to provide flood control, water control, and other purposes, involves an area of about 16,000 square miles and includes all or part of 18 counties in central and southern Florida. The C&SF project and complex water control system was developed to manage the surface and ground water resources of the project area. The project area embraces Lake Okeechobee with an average water surface area approximating 750 square miles, its regulatory outlets (including the St. Lucie Canal to the Atlantic Ocean and the Caloosahatchee Canal and River to the Gulf of Mexico), a large portion of the Everglades, the upper St. Johns and Kissimmee River Basins, and lower east coast of Florida. Authorized project facilities include 30 pumping stations, 212 control and diversion structures, 990 miles of levees, 978 miles of canals, 25 navigation locks, and 56 railroad relocations (bridges).

The C&SF project area hydrologic ecosystem consists of atmospheric water, surface water, and ground water that serve as solute mediums, sources or reservoirs of energy, and transport mechanisms for biogeochemical interactions that drive inorganic element and compound exchange processes, including lower trophic lifeform interactions (phytoplankton, zooplankton, bacteria, fungi, protozoans, insects, etc.).

Micro-organisms are the primary (converters, transformers, and transducers) lifeforms that represent the bulk of the biomass involved in mineral compound conversions largely responsible for the quality of surface and ground waters. They also serve as the basis of the food web for the more apparent and familiar higher trophic (consumer) lifeforms (fish and wildlife) more commonly of concern to resource managers.

This complex of hydrologic ecosystem biogeochemical processes (abiotic/biotic interactions and materials cycling) extend from terrestrial areas influenced by surface water runoff and ground water movement into waterbodies, including bottom sediment substrate environments and the water column. Aquatic environments are grossly influenced by abiotic and biotic interactions occurring in surface water runoff from watersheds and from ground water that reemerges as seepage and contributes water to wetlands and surface water bodies.

The project area includes numerous subareas with unique lotic and lentic aquatic environments or hydrologic ecosystem aquatic subunits that have been hydraulically modified, interconnected, or otherwise impacted by area development efforts and project works. These ecosystem subunits are subject to a wide variety of man-made and natural disturbances, the impacts of which currently are not well understood.

The straight line distance from Lake Okeechobee southward to Florida Bay is approximately 125 miles. The natural flowage way of the Everglades from Lake Okeechobee southward is nearly flat with innumerable tree and brush vegetated hammocks and other grass and sedge vegetated areas grading into shallow depressions that contain surface water most or part of each year. Much of the Everglades is underlain by highly porous surficial aquifers. When rains are sufficient, surficial aquifers are recharged and surface water flows from points receiving rainfall into adjacent depressions. When enough rainfall occurs, surface water naturally moves slowly in a general southward direction. As water evapotranspires, surface water movement can cease, but a very slow movement of ground water can continue from surficial aquifer areas with higher water levels to areas with lower water levels. As seasonal and prolonged droughts occur and evapotranspiration continues, normal surface water areas can become dry and water levels within the surficial aquifers may decline to levels several feet below average land surfaces. This natural interconnected ground water and surface water system has been substantially modified by the water control works incorporated into and constructed as part of the C&SF project.

Central and southern Florida has experienced unprecedented economic growth in recent decades with attendant development incursions into, and alterations of, natural systems. Largely as a result of the agricultural and urban growth along the Orlando upland on the north and the Lake Wales ridge to the west of the Kissimmee River, the potentiometric surface of the Floridan aquifer beneath these uplands has declined almost 35 feet since the 1930's. This potentiometric level decline has resulted in reduced ground water seepage that previously reemerged as surface water contributions to the upper Kissimmee River basin chain of lakes, to the Kissimmee River, and to Lake Okeechobee.

Correspondingly, several million people now inhabit the Atlantic Coastal ridge lands to the east of Lake Okeechobee and the Everglades. This rapidly growing population and associated economic activities are placing progressively increased demands upon the limited water resources of the surficial aquifers underlying the Everglades.

The extensive agricultural activities and progressive urban development are widely considered to have significantly stressed the overall C&SF project area hydrologic ecosystem. Particular concern has been expressed for apparent and anticipated deterioration of natural water quality conditions, increased eutrophication in Lake Okeechobee, and deteriorated fish and wildlife conditions in the Everglades National Park.

STUDY PURPOSE

The reconnaissance study will examine the feasibility of developing a hydrologic ecosystem simulation model. The study will include considerations of cost, technical feasibility, usefulness, benefits to be achieved, local sponsorship, cost sharing requirements, and recommendations on whether the model development effort should proceed.

Follow-on studies conducted as a result of the reconnaissance report findings will not conform to typical Corps of Engineers feasibility phase investigations. Instead, the next phase of the study will be the development of the model.

The development of a comprehensive hydrologic ecosystem simulation modeling process of the C&SF project area can represent a means for advancing the technical knowledge of the system's fundamental hydrologic and hydraulic characteristics and water quality conditions impacted by biogeochemical interactions and materials cycling. Improved procedures for assembling this knowledge and analyzing temporal and spatial ecosystem functions are needed. Correspondingly, improved procedures for understanding these basic ecosystem functions impacts' upon higher trophic biological actions are also needed. A first step in the modeling process requires an understanding of existing technical capabilities and limitations for undertaking such complex levels of analysis.

Simulation modeling technology can provide an improved means for comprehending simplified forms of ongoing complex natural processes. More commonly, ecologists have used simulation models for approximating conditions and management requirements for selected species of fish and wildlife.

Over the past two decades, substantial fundamental knowledge on aspects of the C&SF project area's ecosystem functions has been accumulated. Similarly, worldwide studies in recent decades have produced fundamental knowledge on biogeochemical interactions and materials cycling that encompasses the dispersion, concentration, and new geochemical formulations of elements. Significant knowledge is now available on the relation of these factors to micro-organism functions. For example, micro-organisms, including bacteria, blue-green algae, green algae, fungi, and protozoa have been identified with the dispersion and conversion of metal complexes in aqueous solutions. This type of available data and information, when assembled and combined with locally developed knowledge, will permit the structuring of simulation techniques useful for evolving more objective and essential knowledge of the C&SF project area ecosystem.

Sufficient information on fundamental biogeochemical processes of

hydrologic ecosystems exists to permit immediate development of prototype simulation submodels of selected system components within the C&SF project area. As the fundamental biogeochemical functions of the ecosystem and the significance of interactions occurring through various trophic levels of the system become better understood, simulation modeling processes will become progressively effective as objective means for evaluating potential impacts of resource management and development regulatory decisions.

At the present time, objective technical information on the C&SF project area hydrologic ecosystem is incomplete. The early determination of priority concerns, assemblage of available basic knowledge, and design of prototype simulation procedures of selected system components will provide a means for determining available knowledge suitability and gaps in essential knowledge. This understanding of the system will permit the development of a schedule of basic investigation and overall model development needs for the project area essential for immediate and long-term Federal and State management purposes.

With each technical advance in basic knowledge and model structure improvement, the resource management problem evaluation process will be similarly advanced. During the course of this investigation, a hierarchy of submodels will be constructed to establish objective parameters of subcomponents of the project area hydrologic ecosystem. Over time, these submodels will be linked to produce some form of a more complete ecosystem model.

STUDY DEVELOPMENT ISSUES

Primary issues to be resolved during the reconnaissance study will focus upon the utility of developing and applying a hydrologic simulation model for the C&SF project area, the identification and participation of a local sponsor in the model development and operation process, and cost sharing issues not fully addressed by Section 11 of the Water Resources Development Act of 1988. As a result of the complexity of the proposed effort, still other issues requiring clarification may be identified during the reconnaissance study process.

Simulation Model

Purposes and Processes. Simulation modeling requires some form of fundamental understanding of the variables to be modeled. Basic to the modeling process is the quantification of values for each variable included in the model. Quantification requires either empirical data or sets of assumptions based upon fundamental knowledge of each variable's functions. This information in

ecological studies is typically drawn from comparable ecosystem structures or theoretical assumptions. Typical investigations begin with the development of prototype simulations. These preliminary efforts provide means for identifying and organizing essential data. As understandings of variable functions and interactions improve, the simulation modeling process permits the development of improved knowledge on the hierarchical, temporal, and spatial functions of each modeled variable.

Regardless of the basis used to establish values for variables, a simulation model of the C&SF project area will represent a simplification of the complex abiotic and biotic interactions, materials cycling, and other factors occurring within the hydrological framework of the modeled ecosystem. Modeled findings can never provide accurate descriptions of the real ecosystem. Simulation models fundamentally provide mechanisms for comprehending sets of complex interactions through forced quantification and simplification of selected system processes. The modeling process forces the analyst to move from subjective assumptions and opinions into an analytical process predicated upon quantifications of assembled knowledge.

The results of a simulation modeling process will be completely dependent upon the objectivity of the model developers and the appropriateness of the assembled knowledge. Simulation models can be developed to justify policies and management actions, or they can be developed to obtain objective information upon which to base resource management actions.

When used in an analytical mode to develop improved objective knowledge, the simulation modeling process permits the analyst to establish and test probable value ranges for variables that are expected to be representative of selected conditions within an ecosystem of concern. Repeated simulations lead to patterns of modeled responses that, when understood and replicated or otherwise verified, can result in improved confidence in modeled assumptions. As confidence in the products of subsystem components or submodels increases, the model findings can provide improved guidance on the probable impacts of management actions on aspects of the ecosystem's functions. The general acceptability of simulation modeling results for management purposes will be dependent upon the consensus developed between the discipline specialists and resource managers participating in the model development and use process.

In ecological analyses, simulation models have been used for several decades to predict probable cause and effect relationships of proposed resource management actions impacting populations of species within localized ecosystems. Sequences of calculations, often based upon available general knowledge of a subject species' population characteristics, production rates,

survival rates, etc., and with very limited empirical data, are typically used to simulate a species' survival rates and maintenance potentials. The sets of calculations used for these purposes are called models. The calculations typically are organized into hierarchies of complexity. More detailed models require more assumptions and information. As the process becomes more complex, the likelihood of omitting or misinterpreting critical calculations increases, and chances of predictive errors also increase. Similarly as a model's complexity increases, the intuitive consequences of the modeled conditions becomes less apparent, and the model's resource management utility tends to decrease.

As a result of the above tendencies, the ecological simulation model development process requires extreme care in the definition of variables and careful attention to logic and consistency in formulating the sequence of calculations that become the model structure. The process requires a very close partnership among the discipline specialists, resource managers, and the model designers and programmers. Finally, all participants must have a common understanding of the model development purposes.

Ongoing Parallel Study. The South Florida Water Management District and the National Park Service (Everglades National Park) have jointly funded the development of a dynamic simulation modeling effort for the Everglades with the ecological simulation modeling expertise obtained through the University of Florida's Arthur R. Marshall Jr. Chair in Ecological Sciences, Department of Zoology. The development of the Everglades dynamic simulation model has been underway since about February 1989. A major focus of this endeavor includes the process of establishing technical-level interagency communications among discipline specialists and resource managers with Everglades related concerns and responsibilities. This effort has proceeded to the development of a prototype model of the Everglades hydrologic system and several prototype species (fish and wildlife) submodels. These submodels are being developed for use by independent researchers and managers using office microcomputers, are non-proprietary, and are being freely distributed to interested researchers, management agencies, and others.

The above ongoing model development effort will complement the broader and more fundamental C&SF project area simulation modeling process. The Everglades modeling effort is initially focusing upon the forced quantification of the ecosystem factors of immediate concern to fish and wildlife managers. The general coordination and study approach being used to develop the Everglades modeling effort also may be effective in the C&SF project area model development process. To assure maximum synergy between the two model development activities and to avoid duplica-

tion of efforts, close coordination between the two model development projects will be required.

Model Management Structure. The model development process will require a system management structure. Procedures delineating Federal and local sponsor model management responsibilities and contingencies will be developed. Initially identified factors to be addressed in the context of the management structure include: model purpose, scope, submodel development priorities, and requisite submodel to general model evolvement; software development; model implementation concepts and procedures; knowledge base management and library requirements; data and information forms and transfer procedures; system hardware requirements; funding and funds management needs; and the organization form necessary for general management and accountability.

Potential Benefits to the C&SF Project Area. The general acceptability and broad use of the C&SF project area simulation model as an analytical device for improving resource management procedures can be accomplished through continued and progressive participation from the majority of local interests concerned with the project area's ecosystem. The simulation modeling development process will require extended cooperative efforts among all Federal, State, and local institutions with technical capabilities and management concerns for the C&SF project area. The assembly of improved knowledge and the interchange of objective analytical concepts and techniques among hydrologic ecosystem researchers, resource managers, and development regulators can be expected to significantly improve system management procedures and technical coordination among agencies with management and regulatory responsibilities in the C&SF project area.

Potential Benefits to Florida. Any effort to establish C&SF project area hydrologic ecosystem related management practices incorporating understandings of fundamental biogeochemical interactions and materials cycling, including interactions with higher trophic levels of the ecosystem, will require training programs for the required specialists. State of Florida educational institutions are now developing programs to train individuals with such capabilities. The C&SF project area hydrologic simulation model development process will function as an important adjunct for accelerating such training programs within the Florida University system. A statewide need will exist through the foreseeable future for broadly trained and ecologically oriented analysts, managers, and development regulators.

Current concerns expressed about long-term management of the C&SF project area's ecosystem require development of fundamental

understandings of functional biogeochemical processes within the system. Resource managers with the requisite interdisciplinary training and broadly trained hydrologic ecosystem analysts are generally unavailable. These individuals can be trained as the simulation model development process proceeds during the 1990's decade. The specialist and management personnel training process, however, will require a significant commitment to the process from the Florida University system and the State of Florida.

Local Sponsor Factors

The identification of a local sponsor will be a primary part of the reconnaissance study effort. A broad range of potential benefits can accrue to the State of Florida and the South Florida Water Management District from the C&SF project area hydrologic simulation model. However, non-federal interest in the study effort and the appropriate local sponsor have not been determined.

Ecosystem concerns expressed for the Lake Okeechobee and Everglades areas suggest that the South Florida Water Management District may be interested in participating in the study effort as local sponsor. The Water Management District is already participating in the parallel simulation model development effort for the Everglades.

Some means for addressing ecosystem questions for the Upper St. Johns River Basin part of the C&SF project area would have to be developed. This latter basin is presently within the management jurisdiction of the St. Johns River Water Management District.

Resource managers and regulatory personnel concerned with the C&SF project area hydrologic ecosystem are dispersed within a variety of Federal, State, and local agencies. Discipline specialists are similarly dispersed, and numerous other concerned specialists are associated with various educational institutions and private organizations. Effective cooperation and participation of discipline specialists, resource managers, and model designers and programmers will require a major coordination effort throughout the model development period. The Federal government -- local sponsor study management relationship will have to address this extraordinary coordination requirement.

Model Availability

Section 11 of the Water Resources Development Act of 1988 directs that the model shall be made available to State and local agencies to use on a reimbursable basis. Procedures regarding this

process will be developed in the context of the model management structure.

The model development process will require active and progressive participation from a wide array of discipline specialists, resource managers, and individuals with programming capabilities in a variety of agencies and institutions. The ongoing parallel dynamic simulation model development effort for aspects of the Everglades ecosystem is dependent upon individuals with the above capabilities working independently at diverse locations. This ongoing dynamic simulation model development effort is being applied to the approximately 4,000 square mile Everglades area. The submodels are being developed, tested, modified, and verified through the use of freely distributed source code software for model simulation operations by individuals using independent desktop or workstation microcomputers. Clarification of the proposed study effort model availability constraints as compared with ongoing and parallel simulation model availability and distribution practices will be developed.

Cost Sharing

Section 11 of the Water Resources Development Act of 1988 indicates that the Federal share of the model development and operating cost shall be 75 percent Federal. It does not indicate whether the 25 percent non-Federal share of the cost must be in cash or whether in-kind services may make up all or a portion of the non-Federal share. Regarding reimbursement for use of the model, Section 11 indicates that other Federal, state, and local agencies shall be allowed to use the model on a reimbursable basis. The degree of reimbursement and its relationship to the 25 percent non-Federal cost for operating the model is not defined. The reconnaissance study will address the above and related cost sharing issues on model development and operation.

SCHEDULE AND COST

An allocation of $43,000 for Fiscal Year (FY) 1990 is available to initiate a reconnaissance level study. Since the allocation is not sufficient to complete a reconnaissance study in FY 1990, the work allowance has been withheld in HQUSACE pending a study start in May 1990. However, an initial work allowance of $10,000 has been provided to develop a Plan of Study for the reconnaissance phase effort. The study is scheduled to be initiated in May 1990. Additional funds in the amount of $207,000 will be required to complete the draft reconnaissance report within a 12 month investigation timeframe following study initiation.

RECONNAISSANCE LEVEL STUDY

FY 1990 Activities

Following initiation of the reconnaissance study, the following FY 1990 activities will be undertaken:

(1) Inform State of Florida agencies with potential hydrological simulation model concerns in the C&SF project area of the study purpose and start-up activities;

(2) Address the local interest issues and identify a potential local sponsor for the study effort;

(3) Review with local interests the technical feasibility, usefulness, and benefits to be achieved from the study effort;

(4) Develop preliminary information on ecosystem subtopics of primary concern to local interests;

(5) Develop a preliminary listing and general delineation of ecosystem subareas of major concern to local interests;

(6) Prepare an initial listing of available modeling technology, database information, and other materials to consider in the reconnaissance study for possible incorporation into the model development effort;

(7) Prepare a listing of local interest technical and management issues and concerns to be addressed in the reconnaissance report;

(8) Begin the information development process regarding probable study duration, probable study costs, local contributions and in-kind services, and reimbursement concepts applicable to use of the finalized model;

(9) Begin concept development of a model management structure;

(10) Prepare a revised subject outline for the reconnaissance report.

A Status report will be prepared at the end of FY 1990 describing the progress of study start-up activities. In the event that State of Florida interest in the study is lacking and a potential local sponsor cannot be identified, a recommendation for study termination will be submitted.

Post FY 1990 Activities

The post FY 1990 activities will consist of completion of the efforts initiated in FY 1990, continued coordination with local interests, resolution and clarification of study development issues, and preparation of the reconnaissance report. The reconnaissance report generally will include discussion of the following topics:

(1) Study Authority

(2) Purpose and Scope of Study

(3) Description of Study Area

(4) Identification of Problems and Issues

(5) Study Constraints

(6) Study Objectives

(7) Model Design and Development Alternatives

(8) Model Feasibility, usefulness, and costs

(9) Model Management Structure

(10) Federal - Local Coordination

(11) Local Sponsor Contributions and Responsibilities (cost sharing, in-kind services, etc.)

(12) Investigation Findings

(13) Conclusions and Recommendations

(14) Draft Cost Sharing Agreement

(15) Draft Model Development Scope of Work

Mr. BENNETT. Congressman Porter Goss?

Mr. Goss. Thank you very much for accepting my remarks.

I will submit the statement that I have.

I wanted to thank you all for the attention you gave to an urgent need in my district last year and I am resurrecting concern on that subject now to finish the project. First of all, I wanted to suggest that Florida 13, the southwest coast has many needs. My requests are very modest relative to those needs, but they are urgent.

The Venice Beach situation involves a restoration project that was damaged by a federal project dredging the inland and putting up a jetty.

We are in a situation where we are not talking about the aesthetics or pleasure of the beach. We have a sewer plant going in the water and roads going into the water.

The President's budget includes $2.067 million for this project. We were gratified to see that. The need left is $4.5 million of federal share. The town fathers in Venice asked me to bring that number for your consideration.

I would like to also associate position with my colleagues from Florida about the other projects. Florida has a lot of need and a lot of very good projects on the books now before you.

I realize it is a difficult decision time. The Kissimmee River project affects my district directly with water flows. Likewise, the Everglades National Park. Those are vital to the state efforts, and I urge your consideration for those also.

I thank you for your attention. I am prepared to provide any further information you may request.

[The statement of Hon. Porter Goss follows:]

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STATEMENT OF CONGRESSMAN PORTER J. GOSS (FL-13)

MR. CHAIRMAN, THANK YOU FOR ALLOWING ME THE OPPORTUNITY TO APPEAR BEFORE YOU AND THE SUBCOMMITTEE TODAY. ONCE AGAIN, I AM HERE TO SPEAK WITH YOU ABOUT AN ONGOING FEDERAL PROJECT IN THE CITY OF VENICE, LOCATED ON THE WEST COAST OF FLORIDA. LAST YEAR I CAME BEFORE THIS SUBCOMMITTEE TO REQUEST THAT THE FEDERAL GOVERNMENT COME THROUGH ON ITS COMMITMENT TO CORRECT THE SERIOUS PROBLEMS THAT HAVE PLAGUED THE CITY OF VENICE FOR YEARS. I WAS DELIGHTED THAT THIS BODY, AND THE FULL CONGRESS, AGREED TO FUNDING OF 1.89 MILLION DOLLARS FOR THE VENICE BEACH PROJECT LAST YEAR.

BUT THE FEDERAL GOVERNMENT HAS NOT YET FULFILLED ITS OBLIGATION TO THE PEOPLE OF VENICE. THE REMAINING FEDERAL SHARE OF THIS IMPORTANT RENOURISHMENT PROJECT TOTALS 4.5 MILLION DOLLARS.

IN RECOGNIZING THAT FEDERAL OBLIGATION, PRESIDENT BUSH HAS REQUESTED THAT 2.067 MILLION DOLLARS BE APPROPRIATED IN 1991 TOWARD COMPLETION OF THE VENICE PROJECT. WHILE I HOPE YOU WILL CONSIDER APPROPRIATING THE FULL 4.5 MILLION DOLLARS TO ALLOW TIMELY COMPLETION OF THE VENICE BEACH RENOURISHMENT, AT A MINIMUM I WOULD URGE YOU TO GRANT THE 2.067 MILLION REQUEST FOR 1991.

THIS STATIONERY PRINTED ON PAPER MADE OF RECYCLED FIBERS

BEACH RENOURISHMENT IN VENICE IS NOT A MATTER OF CHOICE. IT'S A MATTER OF ECONOMIC NECESSITY. A MERE 100 FEET FROM THE GULF OF MEXICO IS THE CITY'S ONLY WASTEWATER TREATMENT PLANT -- AND WITHIN A FEW YARDS OF THE SHORE LIE EFFLUENT POOLS. GIVEN THE CURRENT STATE OF THE BEACHES, ENGINEERS HAVE ESTIMATED THAT NOT A HURRICANE, BUT JUST A BAD STORM, COULD CAUSE ENOUGH EROSION TO LEAD TO DIRECT DUMPING OF UNTREATED SEWAGE INTO THE GULF. IN ADDITION, THE CITY COULD LOSE THE SERVICE OF THE WASTEWATER PLANT, FORCING IT TO CONSTRUCT ANOTHER AND SHIP OUT ALL OF ITS WASTE IN TRUCKS DURING THE INTERIM. IN OTHER LOCATIONS, SEWAGE PIPES NOW LIE EXPOSED. EACH DAY THE SITUATION IN VENICE GROWS INCREASINGLY DESPERATE AS THE COMMUNITY'S ECONOMY, INFRASTRUCTURE AND UNIQUE ENVIRONMENT HANG IN THE BALANCE.

UNLIKE MANY OTHER INSTANCES, HOWEVER, THE BLAME FOR THIS SITUATION DOES NOT REST WITH OVEREAGER DEVELOPERS OF POOR CITY PLANNING. RATHER, CULPABILITY RESTS WITH THE FEDERAL GOVERNMENT. IN 1937, THE ARMY CORPS OF ENGINEERS CONSTRUCTED A JETTY AS A MEANS OF AVOIDING DREDGING IN THE FLORIDA INTRACOASTAL WATERWAY. IN THIS ROLE, THE JETTY HAS PERFORMED ADMIRABLY, BUT AT THE SAME TIME IT HAS INTERRUPTED THE NORTH-SOUTH LITTORAL FLOW OF SAND. THE RESULT: MASSIVE EROSION.

THE ARMY CORPS OF ENGINEERS RECOGNIZED THE INEVITABILITY OF THIS AS EARLY AS 1948, WHEN IT RELEASED A STUDY NOTING THAT THE CONSTRUCTION OF THE JETTY HAD INTERRUPTED THE NORMAL FLOW OF SEDIMENTS, AND THAT FEDERAL MITIGATION WOULD BE REQUIRED FOR THE EROSION CAUSED BY THE FEDERAL NAVIGATION PROJECT.

TIMELY COMPLETION OF THIS BEACH RENOURISHMENT PROJECT IS NOT ONLY IMPORTANT TO THE PEOPLE OF VENICE -- IT IS IMPORTANT TO THE STATE OF FLORIDA AND THE NATION. EVERY YEAR, HUNDREDS OF THOUSANDS OF PEOPLE FROM ALL OVER THE COUNTRY AND THE WORLD ENJOY VENICE'S CLEAN WHITE BEACHES, WHICH ARE ALL PUBLIC ACCESS. BY PREVENTING THE DESTRUCTION OF PUBLIC ROADWAYS AND PUBLIC UTILITIES, THIS PROJECT WOULD ENSURE THE PRESERVATION OF THE UNIQUE VENICE COMMUNITY.

MR. CHAIRMAN, THE FEDERAL GOVERNMENT HAS ALREADY INVESTED $2.4 MILLION IN REPAIRING THE DAMAGE TO VENICE, BUT WORK REMAINS TO BE DONE, AND OBLIGATIONS REMAIN TO BE FILLED. IN 1986 THE CONGRESS AUTHORIZED THE FEDERAL GOVERNMENT TO COOPERATE WITH LOCAL AND STATE EFFORTS TO CORRECT THE ONGOING EROSION PROBLEMS. I WOULD SINCERELY APPRECIATE YOUR SUBCOMMITTEE'S HELP IN FULFILLING THAT PLEDGE. THANK YOU FOR YOUR CONSIDERATION.

Mr. BENNETT. Congressman Young is next.

Mr. YOUNG. Thank you very much. As a Member of the Appropriations Committee, I realize the tremendous demands on your time.

I compliment you and Mr. Myers for the long hours you put in listening to the request of your colleagues.

Because of those demands, I will make my statement very brief.

Mr. BEVILL. Thank you.

Mr. YOUNG. My statement is one page. I have turned it into the clerk and I will simply summarize it.

Mr. Chairman, because of your help, we have nearly completed the Pinellas County Beach restoration program. We have one segment left, the Indian Shores area, which was seriously damaged by Hurricane Elena in 1985.

The President's budget includes $2.5 million to complete the project. The latest cost estimate, however is higher than that. The estimate now is that the federal share we will need is $6.5 million to complete the project. The matching state and local shares are pledged and committed.

If we can see our way to $6.5 million, we can celebrate the completion of this project.

Secondly, the Corps has begun a reconnaissance study of the Port of St. Petersburg to determine the feasibility of dredging the harbor to a deeper draft. I would ask for $65,000 to complete that study.

It is important to the Port of St. Petersburg. The tourism industry there has grown, and the cruise ship industry has a strong interest in using the port.

Also, the City of St. Petersburg would like to enhance the cargo abilities of the port. With these two projects, Mr. Chairman, you have seen my list.

Before I finish, I wouldn't feel complete without making this final comment, that I support the projects of the other Members of the delegation and that I would oppose any funding of construction for the Cross Florida Barge Canal as long as it has not been deauthorized.

Thank you.

[The statement of Hon. C.W. Bill Young follows:]

TESTIMONY OF U.S. REP. C. W. BILL YOUNG

BEFORE THE HOUSE APPROPRIATIONS

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

March 28, 1990

Mr. Chairman, Thank you to you and the members of the Committee for again inviting our Florida delegation and state officials to present Florida's Fiscal Year 1991 public works appropriations requests. Your special interest and attentiveness to our state's important and very diverse energy and water needs is very much appreciated and we thank you for your assistance in providing appropriate funding.

Because you have been especially helpful to me over the years, we are very near completion of the entire first phase of the Pinellas County beach erosion and nourishment project. The President's 1990 budget includes $2.5 million to complete the final three mile stretch of this project in Indian Shores. It is my understanding, however, that this request was completed before a final evaluation of the project was complete and that estimates now show the total federal cost of the project will be $6.5 million. The state and local sponsors already have agreed to provide their share of the project cost. It would be appreciated if you could provide the full amount of funding for this project so that it can be completed next summer. Indian Shores was one of the most heavily damaged beaches during the string of 1985 tropical storms that pounded the Pinellas County coastline. In many cases, the Gulf waterline is now up against buildings and seawalls along the shoreline. This project will restore the beaches to their condition prior to these storms.

The second and final request I make today is for $65,000 to enable the Corps of Engineers to complete an economic restudy of the Port of St. Petersburg to determine whether there is sufficient justification to dredge the channel leading to the port from its current depth of 22 feet to a depth of 24 to 27 feet. The Gulf Coast of Florida continues to grow as a tourist attraction and the cruise industry has expressed great interest in the Port of St. Petersburg provided the channel can be deepened to allow for safer navigation. City officials also are interested in increasing the Port's cargo traffic. With the Committee's past support, the Corps has undertaken a reconnaissance study and the city and state are requesting $65,000 to complete this project in 1991.

Mr. Chairman, you have the difficult task of reviewing and evaluating the many important projects that come before your Committee and having to make decisions about those projects during this time of great fiscal restraint. It is always a pleasure to work with your Committee. We appreciate all the courtesies you extend our delegation and I look forward to working with you in the weeks ahead.

Thank you.

Mr. BENNETT. Mr. Hutto has come in.

I believe that is the end of the people.

Bill Nelson has come in.

Mr. Nelson was here first.

Go ahead.

Mr. NELSON. Mr. Chairman, you have been mighty good to me in the 12 years that I have been in Congress.

This will be, since I am retiring at the end of this session of Congress my last time to appear before you.

I want you to know personally how much I appreciate your kind consideration of my requests both for the Eleventh Congressional District as well as the interests of the State of Florida.

Mr. BEVILL. We are going to miss you around here.

As a matter of fact, I am not sure the Congress is going to operate as well without you.

Mr. NELSON. You are very kind.

I would add my voice to the voices of our delegation about the Kissimmee River. That is certainly one project that I have had the pleasure of working on with you, Congressman, and our late friend Congressman Bill Chappell—going way back to 1984 and 1985.

There are a couple of other projects that I would mention. You have been very helpful over the years regarding Port Canaveral. As you know, it is a place for the big Trident submarines. It is also an expanding port for cargo.

A large cruise ship business is developing there that has ties in with Disney World. I am asking for an appropriation of $500,000 for design in this next fiscal year on the widening and deepening of the Port Canaveral channel.

Likewise, you have helped me over the years with the sand transfer facility. As you know, we have eroding beaches.

There is a southward drift of sand, and where there is a cut, such as the cut coming into Port Canaveral, some of that sand doesn't transfer.

The idea is to take sand that we are dredging out of Port Canaveral and put that on to the beaches to the south. That, Mr. Chairman, has been a continuing request of mine. And I thank you for your help with that.

I would also like to mention that at the Florida Solar Energy Center, we have a couple of projects. The solar building program, $600,000 for a solar cooling program.

A hydrogen from renewables program, that is a $3.4 million project and a $500,000 photovoltaic project.

Mr. Chairman, that is what I would insert into the record. I will insert my entire statement.

Again, let me tell you what a pleasure it has been to deal with you personally and professionally over the years.

[The statement of Hon. Bill Nelson follows:]

SUBCOMMITTEE ON ENERGY AND WATER APPROPRIATIONS
FISCAL YEAR 1991
MARCH 28, 1990

TESTIMONY OF CONGRESSMAN BILL NELSON

Mr. Chairman: It is my pleasure to join you today to bring you up to date on projects planned for the 11th Congressional district of Florida.

Many times in the past several years, I have shared with you and your subcommittee members the importance of Port Canaveral to the Central Florida area. Canaveral Harbor is located in the east coast of Florida about 150 miles south of Jacksonville and 50 miles east of Orlando. The Port presently trans-ships approximately 3 million tons of diverse cargo annually and has the potential to increase the tonnage if the entrance channel, Middle Turning Basin, and a portion of the channel to the West Turning Basin were deepened to a depth of 41 feet and a portion of the channel widened to 400 feet to accommodate deeper draft vessels. The West Turning Basin has been deepened 4 feet below the Corps project depth to -35 feet by the Canaveral Port Authority using its own funds which will yield economics in both cruise ship operations and the planned ship repair and dry dock operations. The Corps is being requested to assume dredging maintenance responsibility for the West Turning Basin at a depth of -35 feet.

The entrance channel to the Port is 400 feet wide and the channel connecting the Middle Turning Basin to the West Turning Basin is 400 feet wide. The bottleneck is a 300 foot reach of channel between the Trident Basin and the Middle Turning Basin. This project will eliminate this bottleneck and provide a continuous 400 foot channel from the entrance to the Port to the West Turning Basin thus providing a greater margin of safety for ship transit.

The Jacksonville office of the Corps completed a favorable reconnaissance study and funding was received from the Congress in FY 1988-89 for a feasibility study at a cost of $282,000, of which 50% was cost-shared by Port Canaveral. In FY90, $150,000 was appropriated for this project.

A draft feasibility report and Environmental Impact Statement was completed in November of 1989 with a most favorable B/C ratio of 2.1 and an estimated cost of $8,723,000. A final report is due out of the Jacksonville District on or about July 31, 1990 and is expected to carry a recommendation for authorization of this project under Section 201.

Included in the recommended project are two small recreation improvements, namely:

- Construction of recreation facilities at the Canaveral Harbor Lock Park at a cost of $502,000.

- Construction of a jetty fishing walkway on the south jetty adjacent to Jetty Park at a cost of $461,000.

Both these recreational improvements are in keeping with the President's Keep America Beautiful program and will be cost-shared on a 50/50 basis between the Federal government and the Canaveral Port Authority.

I am specifically requesting appropriations of $500,000 for design in FY91. The navigational aspects of this project will involve cost-sharing by the Port in accordance with the Water Resources Development Act of 1986. The Port will be required to pay 25% of the design and construction costs up front with an additional 10% of the project cost over the life of the project.

The U.S. Congress in 1962 authorized the Canaveral Harbor extension as well as a sand transfer facility for the Canaveral Harbor as a 100% federally funded project for mitigation. However, due to technological reasons the project was never completed.

The Thanksgiving Day storm of 1984, which caused serious erosion to the beaches of Brevard, highlighted and gave great emphasis to the need for this facility and, as a result, the Corps of Engineers in April of 1986 embarked on a new study using modern technology for this project. Most recently, in March 1989, Brevard County experienced another storm causing additional damage.

The Jacksonville District of the Corps of Engineers in August 1989 completed a General Design Memorandum for a sand bypass system, which provides for jet pumps to transfer sand from north of the north jetty to south of the south jetty via a sub-aqueous dredge pipe for an average annual transfer of sand of 106,000 cubic yards. In addition to the jet pumps, two booster pumps will be employed to transfer the sand/slurry mix to tow discharge points approximately 6,500 feet and 6,700 feet on the beach south of the inlet.

Included in the project is 500 foot extension of the south jetty which will help retain the sand on the Canaveral beach as well as minimize depositon of sand into the channel when the littoral drift is to the north.

This project has a most favorable benefit/cost ratio of 4 to 1. The cost of the project is $4.6 million.

Without this vital facility, the sand needed to nourish the Brevard beaches south of the south jetty will be trapped in the Canaveral Harbor channel, mixing with silt, and during normal maintenance dredging operations be hauled out to sea, thus depriving the beaches of natural nourishment and increasing federal maintenance dredging costs by $521,000 per year.

The beaches of Brevard are a natural asset providing recreation and enjoyment to the local populace, as well as providing an attraction for the large tourist industry in Brevard for which many Brevardians are dependent upon for their employment and well-being.

Language in the FY89 appropriations bill directed the Corps of Engineers to utilize available funds to proceed with design of this project. $100,000 was appropriated for design effort in FY90.

I am respectfully requesting an appropriation of $825,000 in FY91 to complete the design and start construction.

Mr. Chairman, the House Public Works and Transportation Subcommittee on Water Resources is working on the reauthorization of the Water Resources Development Act. I have requested the reauthorization of the Brevard County shore protection study. This study was authorized September 23, 1982 by the Public Works and Transportation Committee.

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Based on the aforementioned authorization, funding was provided by the Congress to conduct a reconnaissance report. A preliminary reconnaissance study was completed in June 1987. The results of the preliminary study were thoroughly discussed in a meeting between Brevard County and the Jacksonville office of the Corps of Engineers. It was agreed that additional information would be needed in the form of economical sand sources to formulate a favorable B/C ratio. This information was provided to the Jacksonville Corps of Engineers for completion of the reconnaissance report.

It has come to my attention that the shore protection study for Brevard County is in the process of being deauthorized unless additional funds are appropriated for the study by May 27, 1990. (See attached.) I have already contacted Chairman Nowack of the Subcommittee on Water Resources and have requested reauthorization of this project. Therefore, I am requesting a $50,000 appropriation in order to keep this project alive.

Another project I would like to request your support for is the restoration of the Kissimmee River. Mr. Chairman, Section 1135 of the Water Resources Development Act of 1986 authorized the Army Corps of Engineers to participate in environmental restoration projects. The authority was extended through FY90 by the Water Resources Development Act of 1988. Thus far, despite very clear direction from the Congress, the Corps has not participated in the Kissimmee River Restoration effort. In the Water Resources Development Act of 1989, Public Law 100-676, the Congress gave the Corps directions to proceed with work on the Kissimmee River Demonstration Project. In addition, in 1989, Congress appropriated $300,000 for FY89 to insure that the Corps complied with their directions. To this day, the Corps has been reluctant to take part in the effort to safeguard this natural heritage. The Corps needs to be directed to begin working with the South Florida Water Management District in the effort to reassemble the complex and productive Kissimmee River wetland system. In FY90, $4 million was appropriated to assist with this goal.

It is my understanding that the Corps of Engineers and the South Florida Water Management District have agreed to expedite planning for the stalled project. However, I am still concerned that a final plan has not been agreed upon for design of a restoration project. Therefore, Mr. Chairman, in FY91, I am concurring with the State's request for a $6 million appropriation and am continuing to work closely with the Corps' to make sure they have the necessary authority to take on this project.

In Central Florida, there are three energy-related projects authorized by the Science, Space and Technology Subcommittee on Energy Research and Development that are of particular interest and importance. These three projects are being conducted by the Florida Solar Energy Center for the U.S. Department of Energy (DOE) and involve research in building cooling technologies, hydrogen from renewables and systems applications of photovoltaics. By combining low overhead, extensive cost-sharing and industry co-funding, this research effort provides cost-effective results for its sponsors and the nation.

The buildings research program is providing solutions to the nation's high air conditioning energy loads and is particularly applicable to the South, the country's fastest-growing region. The program is also enhancing the affordability of housing by applying the results to another DOE program on industrialized housing. The Solar Buildings program should be supported at last year's level, and $600,000 should be appropriated to continue the Solar Cooling program at the Florida Solar Energy Center.

The hydrogen from renewables program is especially exciting because its results can wean the nation from fossil fuels and supply answers to pressing transportation problems. It addresses a host of environmental issues and offers a potential fuel source for NASA's Space Shuttle, located next door to the Florida Solar Energy Center. This program presents Congress with an opportunity to support research to advance the country's aerospace program while at the same time building a sustainable future with an energy form that can serve all current fuel uses without environmental pollution. Hydrogen will become the fuel of the future. To ensure early success in a competitive global environment, the hydrogen from renewables program should be funded at a level of $3.4 million.

Last, the Southeast and Southwest Regional Photovoltaic Experiment Stations, located in Florida and New Mexico, must continue to conduct research on photovoltaic systems so that the U.S. can keep pace with advances by foreign competitors. Results are aimed at integrating systems to open new markets, broaden application and supply training. These efforts are imperative in moving new photovoltaic cell technologies from the laboratory to the marketplace, a fact that is supported by industry's 50 percent cost-share in the program. Support for photovoltaics research should be continued at its present level, and the two Regional Experiment Stations should be equally funded at a total level of $500,000.

Mr. Chairman, I would like to take this opportunity to thank you for your help and assistance over the years. I appreciate your giving me the opportunity to come before you with my funding requests on behalf of the State of Florida. You have been most kind in filling them. Thank you for your friendship -- you are truly a valued colleague.

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DEPARTMENT OF THE ARMY
U.S. Army Corps of Engineers
WASHINGTON, D.C. 20314-1000

REPLY TO ATTENTION OF:

13 MAR 1990

CECW-PM

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: Deauthorization of Studies

1. On 26 February 1990 the Assistant Secretary of the Army (Civil Works) provided to Congress the fourth annual deauthorization of studies report required by Section 710 of Public Law 99-662. This report lists 25 studies meeting the deauthorization criteria. The law provides that each study on the list be deauthorized 90 days after submission of the list to Congress, unless funds have been appropriated for the study prior to the 90th day. The 90th day is [redacted] 27th May 1990.

2. I am enclosing a copy of the deauthorization report and Section 710. You may, at your discretion, inform local and legislative interests of the studies on the list.

Hugh S. Wright/for

Enclosure

JIMMY F. BATES
Chief, Policy and Planning Division
Directorate of Civil Works

DISTRIBUTION:
(See Page 2)

SHORT TREATMENT.

Resume

33 USC 2284. SEC. 710. DEAUTHORIZATION OF STUDIES.

(a) Not later than one year after the date of enactment of this Act, and annually thereafter, the Secretary shall submit to Congress a list of incomplete water resources studies which have been authorized, but for which no funds have been appropriated during the 5 full fiscal years preceding the submission of such list. For each such study the Secretary shall include the following information:

(1) the date of authorization and the manner in which the study was authorized;

(2) a description of the purposes of the study;

(3) a description of funding that has been made available for the study;

(4) a description of any work that has been performed in carrying out the study and the results and conclusions, if any, of such work; and

(5) a description of any work that remains to be done in carrying out the study and the time necessary for and estimated cost of completing such work.

(b) Each study included in a list under subsection (a) is not authorized on and after the 90th day following the submission to Congress of such list if no funds have been appropriated for such study after the list is submitted and before such 90th day.

INCOMPLETE WATER RESOURCES STUDIES
ELIGIBLE FOR DEAUTHORIZATION IN
ACCORDANCE WITH SEC 710 PL99-662
FY 1990

STUDY NAME	PRIME STATE	HOUSE PR RESOL DATE	SENATE PR RESOL DATE	PUBLIC LAW DATE	PUBLIC LAW NUMBER/ SECTION	STUDY PURPOSE	LAST YR FUNDS APPROPRIATED K$	TOTAL FUNDS PROV K$	WORK PER FORMED	REMAIN WORK	FUNDS REQ TO COMPLETE K$	TIME REQ TO COMPLETE MONTHS	COMMENTS
ARKANSAS RIVER HYDROPOWER & OTHER PURPOSES AR & OK	ARKANSAS		28JUN79			NAV	84	3670	W4	R3	210	12	
BAYOU RED RIVER BASIN	ARKANSAS	8AUG84				FDP			W9	R1	370	12	
PINE BLUFF METROPOLITAN AREA	ARKANSAS		29DEC71			COM	84	1620	W4	R4	10	3	
COAST OF NORTHERN CALIF. DEEP DRAFT VESSEL HBRS	CALIFORNIA	9MAR46		24JUL46	79-525-7	NAV	84	3100	W3	R3	500	24	
COAST OF SOUTHERN CALIF. LIGHT DRAFT VESSEL HBRS	CALIFORNIA			2MAR45	79-14-6	NAV	65	5	W1	R1	500	24	
RUSSIAN RIVER REPORT REVIEW	CALIFORNIA	19SEP84				FDP			W1	R1	1480	30	
UPPER PUTAH CREEK BASIN	CALIFORNIA	8AUG84				FDP			W1	R1	500	24	
BRIDGEPORT HARBOR	CONNECTICUT		6APR72			NAV	84	646	W4	R0	100	12	
[redacted]	FLORIDA	14DEC82				SP	84	100	W3	R2	150	18	
[redacted]	FLORIDA	23APR78	27FEB78			NAV	84	475	W3	R2			STUDIED UNDER ANOTHER AUTHORITY
[redacted]	FLORIDA	23SEP76	6MAR76			SP	84	234	W4	R4			STUDY COMPLETED
MACKINAW RIVER	ILLINOIS	23JUN84				FDP	84	205	W2	R4	25	3	
MARINA SMALL BOAT HARBOR	INDIANA	13OCT73				NAV			W1	R1	300	24	
GREEN AND BARREN RIVER	KENTUCKY	19MAY80	26APR80			NAV	84	992	W3	R3			STUDIED UNDER ANOTHER AUTHORITY
KENTUCKY URBAN WATERFRONT	KENTUCKY	19SEP84				FDP			W1	R1	500	12	
EAST BOAT BASIN	MASSACHUSETTS	9MAY79				NAV	84	290	W7	R4	100	12	
ST LOUIS HARBOR EFFECTIVE TO COMMERCIAL VESSELS	MISSOURI	8AUG84				NAV			W1	R1	240	12	
[redacted] AREAS	NEVADA	8AUG84				FWP			W1	R1	1500	24	

Mr. BEVILL. Well, we do appreciate you.

It just occurred to me. The House will no longer have an astronaut when you leave here.

I don't know who we are going to get. Maybe John Myers might volunteer.

Mr. NELSON. The question is are there any Members that are spacey?

Mr. BEVILL. Bill, we do appreciate you. You have been great to work with. We wish you the very best of luck.

We will be coming down visiting you in the Governor's mansion.

Mr. NELSON. You are mighty kind. I appreciate it.

Mr. BENNETT. I believe the order would be Mr. Lehman, Mr. Hutto and Mr. Smith.

Mr. LEHMAN. Thank you.

Mr. BEVILL. Another very distinguished Member of the House Appropriations Committee and another chairman.

Mr. LEHMAN. Thank you, Mr. Chairman, for your time and also the distinguished ranking Member, Mr. Myers, and the senior staff of this committee who have all been so helpful to our state and to the projects that I have brought before the committee.

I want to thank Mr. Bennett for spear-heading these projects to help the State of Florida.

I have a statement for the record. I will summarize briefly.

I would also like to include without objection, the editorial in yesterday's Miami Herald in regard to the Kissimmee River project. For your information I will leave here with you a video tape prepared by the South Florida Water Management District.

Mr. BEVILL. We will make that tape available to the Members. If you wish, we will make the news article a part of the record.

Would you like to have that in the record?

Mr. LEHMAN. I am not sure the tape would be practical for the record.

Mr. BEVILL. I mean the news article.

Mr. LEHMAN. Yes.

Mr. BEVILL. Without objection, it will be made a part of the record. The tape will be kept here and made available.

[The information follows:]

SPEED UP RESTORATION OF KISSIMMEE RIVER

Officially, restoration of the Kissimmee River began in July 1984 when the South Florida Water Management District built a series of low dams, or weirs, that diverted a 12-mile stretch of the river back into its ancient oxbows. No visible progress has been made since then.

Congress appropriated $6 million to continue restoration, but the Office of Management and Budget at first refused to release the money. Then, when it was released, state water managers delayed.

The district spent three years testing restoration alternatives on a model of the river. The Legislature agreed to raise the level of Kissimmee Valley lakes to increase the flow of water in the river. And the district began purchasing land that would be flooded. Yet there were no more changes in the river itself—no dirt pushed back into the canal dug by the U.S. Army Corps of Engineers, and no oxbows flushed.

Now a flurry of interest in Washington finally promises to turn resotoration plans into reality. In January Gov. Bob Martinez endorsed a $269-million restoration plan. At about the same time, the Corps declared itself to be the protector, rather than destroyer, of the nation's environment.

Finally U.S. Rep. Bill Lehman of Dade asked two pertinent questions: Why is restoration taking so long? And why hasn't money appropriated by Congress been spent? Mr. Lehman sits on the House Appropriations Committee and chairs its Transportation Subcommittee.

State and Federal officials left Mr. Lehman's office agreeing to expedite the project. He in turn agreed to clarify navigation requirements and to clear the way for the Kissimmee's restoration to be included in the Corps' annual base budget.

After years of fighting the Corps, some environmentalists clearly are uncomfortable now with depending on it to become the "lead agency" in the restoration. Even so, no opportunity to move forward should be missed. State water managers should deliver their restoration plan to the Corps promptly. And the Corps should expedite its review and proceed with the filling of a three-to-five mile section of the river while updating environmental-impact statements.

Actions always speak louder than words. A lot of words have been uttered about Kissimmee restoration. Now is the time to act.

Mr. LEHMAN. My first request is for $6 million this year for the Kissimmee River project. This is in addition to the $6.5 million the committee has provided already for this project to restore the Kissimmee River.

The Corps of Engineers is ready to proceed with this project as soon as a plan of the South Florida Water Management District is completed. I think this is going to happen very soon.

In addition, this is a large project. It will run over a couple of hundred million dollars.

We are working with the authorizing committee. My understanding is that authorization is moving on track and that this authorization will soon be in place.

I do not see any problems at this time. This project is not in the district I represent, but I, I have been working on it. I have been in touch with the Members such as Mr. Nelson and Mr. Lewis, who represent this district.

They not only have no objections, but they support the restoration of the Kissimmee River.

I think one of the problems is if some of you may have remembered, the movie, the Bridge Over the River Kwai, I think the Army Corps of Engineers did such a good job of the drainage and the channeling of the Kissimmee River that, like the people that built the Bridge Over the River Kwai, they hate to go back and tear it up.

You remember in that movie——

Mr. MYERS. I thought they blew it up.

Mr. LEHMAN. They did, but they didn't want to, because they did such a beautiful job of building the bridge for the Japanese. In Florida the Army Corps of Engineers did such a good job of doing the wrong thing for the right reasons.

You remember in the movie the British wanted to prevent that from being torn up because it was such a good engineering job.

We do have the cooperation of the Army Corps. They will proceed with this as soon as a plan is available for it, from the Water Management District and the authorizing language is in place.

I hope you will be able to appropriate the $6 million along with the $6.3 million you have already appropriated for this project.

The other project I have a request for is $257,000 for the preliminary work on the Miami River dredging project. This is in the President's budget request.

I would just like to say my colleague within whose area most of this would actually take place strongly supports this position of additional funding for the Miami River dredging. I remember 25 years ago I used to fish in the Miami River. There is no more fish in the Miami River.

I would like to see steps taken to return the Miami River to the kind of quality it once was.

That concludes my statement. I will leave this statement for the record.

I again thank this committee for the help they have given me and for the patience that they obviously have for this kind of testimony.

Thank you.

[The statement of Hon. William Lehman follows:]

March 28, 1990

Testimony of the Honorable William Lehman before the Appropriations Subcommittee on Energy and Water Development

Mr. Chairman, I appreciate your once again giving me this opportunity to testify before your Subcommittee. You, Mr. Myers, and your distinguished Subcommittee Members, and your excellent staff, have always been very helpful, and I wanted first to thank you for all of your past assistance.

As you are already aware, I have long been a supporter of the Kissimmee River restoration project in Florida. This river used to weave its way through a floodplain whose 50,000 acres of wetlands provided the perfect habitat for flocks of migratory waterfowl and the spawning ground for Florida's large mouth bass.

However, in an effort to control the river fluctuations that resulted in flooding and shrinking during times of drought, the U.S. Army Corps of Engineers channelized this river in the 1960's. Since that time, we have greatly increased our knowledge of South Florida's hydrology and our understanding of the important role of the natural river in this unique ecosystem. Thirty years ago, we were unable to anticipate the adverse impact of this channelization. Today, we know better, and so now we must redirect our efforts toward restoring and repairing the environmental damage done to our wetlands. We need to recreate the habitat that will

allow the birds, fish, and wildlife that used to reside here to return and flourish.

We also must help to restore the ancient water flow patterns which replenish the Biscayne Aquifer. The Kissimmee River-Lake Okeechobee-Everglades ecosystem plays a crucial role in providing a safe water supply for about four million people in South Florida. Our water supply is totally dependent on rainfall, and the water of the Kissimmee replenishes the Biscayne Aquifer, Miami's sole source of drinking water.

Thanks to the support of this Subcommittee in the past, $6.3 million has already been appropriated for the Kissimmee River Restoration project under section 1135 of the Water Resources Development Act of 1986. The Corps of Engineers is ready to proceed with the project as soon as the final plan of the South Florida Water Management District is completed.

This year, the State of Florida has included in their Fiscal Year 1991 Program of Public Works a request of $6,000,000 in federal funds for the Kissimmee project. This money, along with the $6.3 million, will be used for the first part of the Level II Backfilling plan, which I understand is already authorized. This plan involves backfilling the three to five mile segment of the canal

in the central area of the river.

Mr. Chairman, this is certainly an ambitious environmental restoration project, and I am working with the Public Works Committee on appropriate authorizing language for the remainder of the Kissimmee Project. Once this project is completed, our entire nation will derive the benefits. The Kissimmee will again become a habitat for endangered species, a feeding ground for migratory waterfowl, and a haven for fishermen. I would like to urge your Subcommittee to approve an appropriation of $6,000,000 to allow this project to move forward.

Mr. Chairman, I would also like to bring to your attention the need to clean up the Miami River. Today this river is filled with hazardous sediments that hamper navigation as well as endanger plant and animal life in our fragile Biscayne Bay.

Included in Operations and Maintenance in the President's FY'1991 budget is $257,000 for preliminary work on the Miami River dredging project. I strongly urge the Subcommittee to appropriate these much needed funds.

I would also like to ask your Subcommittee to request that the U.S. Army Corps of Engineers work closely with Metro-Dade and the State of Florida in the development of a detailed plan and an appropriate budget which provides for the dredging and disposal of contaminated sediment in

the entire Miami River system. We would want this disposal to be conducted in a way which provides optimal protection to our fragile South Florida waters.

Again, Mr. Chairman, thank you for giving me this opportunity to testify. I appreciate all of the past efforts of your Subcommittee, and I look forward to your continued assistance.

Mr. BEVILL. Thank you for a very fine presentation.

Mr. BENNETT. In the order in which they came to the table, Mr. Hutto is next.

Mr. HUTTO. It is a pleasure to appear before you, Mr. Chairman, and Mr. Myers and before the committee again.

I would like to have my statement inserted for the record, if I may.

Mr. BEVILL. Your prepared statement will be made a part of the record.

Mr. HUTTO. I will summarize and be quite brief.

I do support the State of Florida in their request, particularly the Florida erosion and storm effects study. It is very important.

As for my particular district, I know that money is tight with the budgetary constraints we have.

I am sure you will be glad to know that my requests are less than $1 million. I hope your committee will look favorably on them. The most important one of these, Mr. Chairman, is the Panama City Harbor project. The State of Florida and the Panama City Port Authority are requesting $200,000 in fiscal year 1991 for the Panama City Harbor feasibility restudy.

This funding request is very important to us. Currently a 14-year-old study is being used to justify not funding any entrance channel and turning basin deepening for the Panama City Harbor. This study must be re-evaluated.

The number of vessels handled by the Port of Panama City increased more than 100 percent since the study. Also the size of the vessels using the port have greatly increased.

The existing channel depth in the harbor is adequate now, however, the shallow channel is much more limited. The port director tells me there have been numerous ship strandings in the channel. I would appreciate your attention to this.

The two other projects are small ones. I would like to lend my full support for funding the $30,000 to conduct a feasibility study to update the existing information on renourishing the Perdido Key Beach. It is sorely in need of renourishment. Perdido Key has been studied for the past 15 years.

Also, the State of Florida and Bay County are requesting $600,000 in fiscal year 1991 to revive the 1986 feasibility report for beach erosion control and hurricane protection for the Panama City beaches.

We had a big hurricane there in 1975 that did $100 million in damage. This 1986 report showed a positive benefit cost ratio for the project. At that time, Bay County was unable to fund it.

The county now has the means of funding the project through the taxing authority of the tourist development council.

These, in brief, are the projects that I bring to you.

As I have said, they are not a great amount of money. You have been very good to us in the past and I appreciate your consideration of these projects.

Thank you very much.

Mr. BEVILL. Thank you.

[The statement of Hon. Earl Hutto follows:]

STATEMENT OF CONGRESSMAN EARL HUTTO

before the

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
HOUSE APPROPRIATIONS COMMITTEE

MARCH 28, 1990

Mr. Chairman, I appreciate the opportunity to testify before your subcommittee regarding the Florida Delegation's energy and water development appropriations requests. I support the state's requests and hope that the subcommittee will approve our full program. In addition, I would like to express my special support for three particular projects which are of great merit.

PANAMA CITY HARBOR PROJECT

First, the State of Florida and the Panama City Port Authority are requesting $200,000 in FY91 for the Panama City Harbor Feasibility Restudy. This funding request is of dire importance to the Port of Panama City. Currently, a 14 year old study is being used to justify not funding an entrance channel and turning basin deepening plan for Panama City Harbor. This study must be re-evaluated. The Panama City Harbor Feasibility Restudy will determine if an adequate increase in vessel traffic has occurred in the last 14 years to warrant deepening the entrance channel and turning basin.

The number of vessels handled by the Port of Panama City has increased over 100% since the 1976 study. Also, the size of the vessels using this port have greatly increased. The existing channel depths within the harbor and the dockside facilities are adequate to accommodate deeper draft vessels; however, the shallow entrance channel is much more limited. I have recently been informed by the Panama City Port Director that the entrance channel situation has deteriorated to the point of numerous ship groundings. The current channel project depth is simply not adequate and deepening the entrance channel will remove this serious limitation.

The increased channel depth would allow deeper draft vessels to use the port's facilities; thereby, increasing the port's services. This added vessel traffic will allow the port to grow and bring economic development in the Panama City area. In addition, the beach quality spoil could even be used to renourish the beaches of St. Andrews State Recreational Area.

PERDIDO KEY BEACH RENOURISHMENT

I would also like to lend my full support for funding the requested $30,000 to conduct a feasibility study to update the existing information on renourishing the Perdido Key Beach. Perdido Key Beach is sorely in need of renourishment and has been studied for the past 15 years. This data needs to be updated so that a plan to address the erosion can be formulated.

I have been working with the U.S. Navy on an agreement to renourish Perdido Key with material dredged during the channel improvements for Pensacola's new homeport project. This feasibility study will further able the U.S. Navy to authorize this renourishment assistance. In addition, restoring Perdido Key would have many local advantages such as flood protection for roads and drainage structures and increased public beach utilization.

PANAMA CITY BEACHES RENOURISHMENT

Also, the State of Florida and Bay County are requesting $600,000 in FY91 to revive the 1986 feasibility report for beach erosion control and hurricane protection for Panama City Beaches. The 1986 report showed a positive benefit/cost ratio for this project; however, Bay County was unable at that time to fund the renourishment portion. The county now has the means of funding the project through the taxing authority of the Tourist Development Council.

The Panama City Beaches have been badly eroded by hurricane and storm damage. Many of the beachside structures have been undermined or destroyed. This project is to provide a long-term restoration and maintenance program for approximately 18 miles of beach which extends from St. Andrews Bay to Phillips Inlet. The project will protect upland structures, evacuation routes, U.S. Highway 98, county roads, and restore the beaches for the benefit of local citizens and tourists.

COAST OF FLORIDA EROSION AND STORM EFFECTS

The last project that I would like to discuss is the Coast of Florida Erosion and Storm Effects study. The Florida Department of Natural Resources is requesting $750,000 to continue a statewide study of the status and dynamics of the coastal processes affecting Florida's beaches. The study would provide a much-improved technical basis for assessing future coastal changes. Funds have been appropriated for this study since 1985 and are currently being used to establish a statewide data collection network built upon existing data bases. Funds will also be used to create a storm assessment system, and to begin an intensive data collection effort.

The coast of Florida, which includes 800 miles of high-quality sand beaches, is an invaluable state resource. This study will help us to better manage these coastal resources. The tremendous population growth in Florida makes a more detailed analysis of coastal development and an improved basis for preventing storm damages, such as the coastal devastation caused by hurricanes, a necessity.

In conclusion, I appreciate your kind consideration of the State of Florida's energy and water development appropriations requests and especially the projects I have outlined. Thank you for the opportunity to appear before you today.

Mr. BENNETT. Larry Smith?

Mr. BEVILL. The Chair recognizes Mr. Smith.

Mr. LAWRENCE J. SMITH. Thank you, Mr. Chairman.

I appreciate the opportunity to testify before you today. I appreciate your support in the past.

You and Mr. Myers and other Members of this subcommittee have been very understanding about the problems Florida has, which to a large degree are not mirrored by other statements.

We are a unique state, in reference to water development and the use of land vis-a-vis water in the country. We are grateful for the time you spend on us.

I am here in reference to six projects, four of which are in the Corps of Engineer budgets, two of which you have already heard about from Mr. Lehman and the others, the Kissimmee River and the Miami River.

Two of those items, restoration of the Hollywood and Hallandale Beach, which is in significant need of renourishment by virtue of tidal action. No matter what we do, it keeps getting pulled out to sea. There is also the improvement and expansion of Port Everglades, which I believe my colleague Mr. Shaw will also talk about.

But the one main issue that I am really here to talk about, and I have a statement for the record which I would like to submit in full, is the Everglades buffer strip.

You and Mr. Myers understand the unique quality and nature of the Everglades and how it relates to the ecology and to the living capability of the whole area of south Florida. I have as much of the Everglades in my district as anybody else in Florida.

It is a unique wetlands area, but it is also very, very much essential to the way we live in Florida. The Everglades buffer strip is a thin strip of wetlands located in Broward County which basically is shared between Clay Shaw and myself.

The buffer strip is all in my district, stretching 13 miles between state road 84 and the Dade County line in the south. It is bounded by the Everglades on the west and U.S. Route 27 on the east. There is development now right up to the easterly side of the road on U.S. Route 27.

The strip has been considered a vital resource to Broward County. It serves as a barrier to further urban sprawl, it acts in its current state as a water recharge area. The total area of the strip is 3600 acres, 1600 of which have been developed or are owned by the Power Florida and Light Company.

Broward County seeks the acquisition of the remaining 2000 acres to preserve the environmentally sensitive land. The buffer strip task force in Broward County determined the total cost of the buffer zone to be approximately $12,600,000.

An intergovernmental partnership between county, state and federal entities each contributing approximately $4.2 million is very much desired.

Broward County has committed $75 million to environmental preservation of projects through an "Environmentally Sensitive Land" bond issue which passed by referendum last year.

This acquisition program is 85 percent complete. Funds remaining from this account will be allocated as Broward's share of the buffer strip purchase.

The primary function of the buffer zone would be the protection of the Everglades from further urban development. Up to now U.S. 27 has been accepted as the border between development areas to the east and the protected lands of the Everglades.

Today, however, the land to the west is being threatened by the development of a new shopping mall, a gas station and very likely a new airport. The Environmental Protection Agency, has designated most of the 2000 acre strip as unsuitable for development, but this does not eliminate the possibility that construction projects will proceed.

The constructions of such projects would be detrimental to the Everglades' ecological stability. The Florida Everglades is home to thousands of different birds, mammals, and reptiles, 13 of which are on the federal endangered species list.

Development of the area between the Everglades and U.S. Route 27 would adversely affect the nesting and mating habits of those species accustomed to the unique habitat of the buffer strip. The history of the plumed wading birds provide a dramatic example.

The nesting attempts of these birds have dropped from 300,000 in 1930, to 15,000–30,000 in 1989. Nesting for the wading birds and other species will continue to drop if the proposed land is developed rather than preserved.

Along with protection of the Everglades, the buffer strip would also serve as a vital water conservation and recharge area. During periods of heavy rain, the strip acts as a natural flood storage system, soaking up excess water in order to prevent flooding in the area.

The water stored in the strip is then filtered naturally by the plants and soil. Eventually, this purified water flows into the Biscayne Aquifer, South Florida's sole source of drinking water

Placing the Everglades buffer strip in the public trust will allow these wetlands to serve their important environmental functions.

The Everglades will gain another protective barrier, native wildlife will survive, and an important water recharge area will be maintained. Therefore, Mr. Chairman, and Members of this committee, on behalf of Broward County, Florida, I request that $4.2 million be set aside for the federal share of acquiring this important land. As I mentioned before, the state and the local people will also share in the acquisition cost.

I would also like to give you information about another item which I think is extremely important.

I don't know if either of you gentlemen know what a Melaleuca is. It is actually a weed that is in the form of a tree.

It was imported from Australia in the early 1900's. It has an enormous capacity to drink water and was planted and used by those draining, quote, "swamps for development purposes." It has now done such a good job that—let me give you some statistics.

In 1980, Melaleuca infested over 1.5 million acres of the Everglades. By the end of this century, it is estimated that the weed will have spread to cover over 50 percent of Everglades wetlands. It is by itself draining the Everglades dry slowly but surely.

When it drains the Everglades, significantly it affects the ecology. It has no natural prey. It was brought here like the Australian pine which also affects the Everglades. It has no predator.

They just do significant damage, and nothing can kill them short of literally chopping them down. If you don't get to the roots, they are going to be there forever. They have shown an enormous propensity to grow.

We would like to acquire the buffer strip and literally bulldoze those Melaleuca and then reforest, replant and re-channel water for the purpose of the wading birds, fish, et cetera, and the re-channeling of the aquifer.

Right now this goal is impossible because of the enormous infestation of Melaleuca. I don't have pictures with me, but you should see those huge stands of Melaleuca trees where no such tree existed 40 years ago. They serve no useful purpose for anything now, none. Even the birds don't nest in them.

They are only useful for one thing. Drinking up the precious water that we have. So the acquisition of this land would be a significant matter, a significant matter. They seed like crazy. They just seed by themselves.

The reality is that with the wind factor in Florida, they are beginning to take over.

One of the projects we are asking for is a research program to eradicate Malaleuca besides simply bulldozing the weed. We are asking for $250,000, which we think is very reasonable, because of its major impact on Florida.

I appreciate your kind—Mr. Myers looks puzzled.

Mr. Myers. Shouldn't that be in the Department of Agriculture?

Mr. LAWRENCE J. SMITH. It currently affects water development. That may be. I understand.

Yes, the plan itself would be, but not the acquisition of land. In any event, we appreciate your courtesy and want to let you know we appreciate all the previous efforts you have made. This particular issue is extremely important.

As I said, we are coming here looking for a local, state and federal partnership. We feel this project is that important to the continued survival of the Everglades.

Thank you very much, Mr. Chairman.

[The statement of Hon. Lawrence J. Smith follows:]

Statement of the Honorable Lawrence J. Smith (D-FL)
Subcommittee on Energy and Water Development
House Appropriations Committee

March 28, 1990

Mr. Chairman, thank you for giving me and my colleagues from Florida the opportunity to testify before your subcommittee today. I would like express my support for the funding of several water projects that are of great importance to South Florida.

1) The Everglades Buffer Strip is a thin strip of wetlands located in Broward County, Florida, stretching 13 miles between State Road 84 and the Dade County line. It is bound by the Everglades on the West and U.S. Route 27 to the East.

The Buffer Strip has long been considered a strategic and vital resource for Broward County. It serves as a barrier to further urban sprawl, forms a protective buffer for the Everglades Conservation Area, and acts in its current pristine state as an extremely important water recharge area. The total area of the Buffer Strip is 3,600 acres, 1,600 of which have been developed or are owned by the Florida Power and Light Company for high voltage power transmission lines. Broward County seeks the acquisition of the remaining 2,000 acres in order to prevent further development and to preserve this environmentally sensitive land.

The Everglades Buffer Strip Task Force has determined the total cost of the buffer zone to be $12,600,000. An intergovernmental partnership between County, State, and Federal entities each contributing $4,200,000 is desired. Broward County has committed $75 million to environmental preservation projects through an "Environmentally Sensitive Land" bond issue which passed by referendum in March, 1989. This acquisition program is 85% complete. Funds remaining from this account will be allocated as Broward's share of the Buffer Strip purchase.

The primary function of the buffer zone would be the protection of the Everglades from further urban development. Up to now, U.S. Route 27 has been informally accepted as the border between development areas to the east and the protected lands of the Everglades. Today, however, the land to the west is being threatened by the development of a new shopping mall, gas station, and/or a new airport. The Environmental Protection Agency (EPA) has designated most of the 2,000 acre strip as unsuitable for development, but this does not eliminate the possibility that construction projects will proceed.

The construction of such projects would be detrimental to the Everglades' ecological stability. The Florida Everglades is home to thousands of different birds, mammals and reptiles, 13 of which are on the Federal endangered species list. Development of the area between the Everglades and U.S. Route 27 would adversely affect the nesting and mating habits of those species accustomed to the unique habitat of the Buffer Strip. The history of the plumed wading birds provide a

dramatic example. The nesting attempts of these birds have dropped from 300,000 in 1930 to 15,000-30,000 in 1989. Nesting for the wading birds and other species will continue to drop if the proposed land is developed rather than preserved.

Along with protection of the Everglades, the Buffer Strip would also serve as a vital water conservation and recharge area. During periods of heavy rain, the strip acts as a natural flood storage system, soaking up excess water in order to prevent flooding in the area. The water stored in the strip is then filtered naturally by the plants and soil. Eventually, this purified water flows into the Biscayne Aquifer, South Florida's sole source of drinking water.

Placing the Everglades Buffer Strip in the public trust will allow these wetlands to serve their important environmental functions. The Everglades will gain another protective barrier, native wildlife will survive, and an important water recharge area will be maintained. Therefore, Mr. Chairman and Members of this Committee, on behalf of Broward County, Florida, I request that $4.2 million be set aside for the Federal share of acquiring this important land.

2) Another important project in need of essential funding is the eradication of the noxious weed, Melaleuca quinquenervia. This weed has infested the Buffer Strip mentioned above as well as a significant portion of the fragile ecosystem in and around the Everglades National Park.

Melaleuca was imported from Australia in the early 1900's for use as a potential lumber tree and, because of its extremely high water absorbancy rate, for use in efforts to dry sections of the Everglades. Since its introduction into the Florida environment, this weed has spread throughout South Florida at an alarming rate. In 1980, Melaleuca had infested over 1.5 million acres of the Everglades. By the end of this century, it is estimated that the weed will have spread to over 50% of the Everglades wetlands.

The Melaleuca weed soaks up four to five times as much water per acre as the sawgrass traditionally found in the Everglades, thereby posing a significant danger to the water storage areas that feed the Biscayne Aquifer. With much of South Florida now experiencing a severe drought, the long-range problems associated with the continued spread of Melaleuca are evident.

Currently, a Melaleuca bio-control project is under way at the Aquatic Plant Management Lab in Fort Lauderdale, Florida. This facility is under the direction of the Agriculture Research Service, an arm of the USDA. Testing has also begun in Australia that is currently funded by the USDA, the Army Corps of Engineers, the National Park Service, Everglades National Park, the Florida Department of Natural Resources, and the South Florida Water Management District, and the Dade County Department of Environmental Resources.

Unfortunately, if one of these current donors decides to withdraw funding, the entire effort could collapse. For this reason, a

$250,000 appropriation to bolster the research effort in this country and Australia, and to fund a plan to build a modest quarantine facility in Fort Lauderdale is urgently needed.

Previously, the Corps of Engineers funded an $80,000 grant to the Aquatic Plant Management Lab, which came out of the Central and Southern Florida Flood Control Project section of the Corps budget request. Mr. Chairman, I hope the Committee will include language in this same section of the Corps FY91 budget that earmarks $250,000 for use by the Aquatic Plant Management Lab for research into Melaleuca bio-control.

3) Another worthy project is the restoration of 5.2 miles of beach located in the Broward County municipalities of Hollywood and Hallandale. Restoration is needed to extend the beach seaward to provide adequate recreational beach space and to protect any upland structures from storm-induced damage.

Construction is scheduled from May to October in 1990. Broward County's request for $7,350,000 is for reimbursement of the Federal portion of funds expended by the County for project construction, engineering, and monitoring. The Broward County Erosion Prevention District, the project's sponsor, expects to spend $7,350,000 in non-Federal funds as well. According to the Corps of Engineers, reimbursement funds should be requested through the FY 91 budget.

Mr. Chairman, the beach between Hollywood and Hallandale is one of the most heavily used shorefronts in the State. Restoration efforts have been under way for over 10 years, but more needs to be done. I urge you and the Committee to support the Corps request for $7,350,000 for this beach restoration project.

4) Port Everglades is a major commercial port. It is the world's second largest cruise ship port and is also actively involved in import and export shipping markets. All of this activity has made the port a vital economic contributor to the surrounding South Florida communities. According to a recent economic impact study, Port Everglades accounts for $2.5 billion of Broward County's economy. By the year 2000, the economic impact is expected to increase to $3.8 billion. The port directly generates 20,000 jobs in the community and indirectly accounts for another 60,000.

Major improvements and expansions are needed at Port Everglades to allow it to meet an increasing demand for services. The Port Everglades Authority is seeking $250,000 in Federal funds to help achieve this goal. Specifically, these funds would be used to develop preliminary engineering and design specifications for the construction of channel improvements and additional berthing facilities.

Mr. Chairman, because of Port Everglades' importance to the economic health of South Florida, I urge you to support the request for $250,000 in Federal funding for FY 91.

5) Although the Kissimmee River restoration project is not located in my congressional district, I urge the Committee to support funding for this important environmental initiative.

In the 1960's, the Army Corps of Engineers converted the winding Kissimmee River into a canal in an effort to enhance flood control. In the ensuing years, it has become clear that this action has severely damaged the surrounding wetlands and wildlife habitats.

The Corps and the State of Florida are now committed to repairing this environmental mistake. The requested FY91 funding of $6,000,000 will be used for Part I construction costs. This construction involves the backfilling of three to five miles of the canal in the central reach of the river. This initial effort is the first step towards the eventual backfilling of a 25 to 30 mile section of the canal that will restore approximately 8,500 acres of wetlands.

Mr. Chairman, I am sure that I will be joined by many of my colleagues from Florida in requesting your support for $6,000,000 in funding for restoration of the Kissimmee River.

6) Lastly, I would like to express my support for funding of improvements to the Miami Harbor Channel. The harbor is experiencing navigational problems due to its present configuration. Among the problems are excessive side currents at the jetties, insufficient channel widths and depths, an undersized turning basin, and excessive incoming tides and currents.

The requested FY91 funding of $1,695,000 will go towards widening and deepening the channel and expanding the Dodge/Lummus Island turning basin. These improvements will greatly enhance safety for all vessels using the harbor.

Once again, I appreciate having the opportunity to submit testimony to the Subcommittee on Energy and Water Development on behalf of many important projects affecting my congressional district and other parts of South Florida. These requests represent environmental, commercial, and safety concerns that are worthy of federal assistance. I hope you will strongly consider including funding for each of these projects in the Fiscal Year 1991 budget.

Mr. BEVILL. Very good.

The Chair recognizes Mr. Shaw.

Mr. SHAW. I would like to thank the subcommittee for making this time available for us. I would like to underscore some of the comments that Larry Smith made, particularly as it applies to the Melaleuca.

Mr. Chairman, I would say that to give you some idea of what the Melaleuca is, the Melaleuca is doing to the Everglades what the Kudzu is doing to Alabama, except this is in the form of trees. They are tremendously fast growing.

They were brought here around 1900 for the purpose of drying up the Everglades which at that point was thought to be a very noble purpose.

They were also used as a decorative type of landscape material. At one time it was thought they had a potential for lumber which, of course, has absolutely fizzled and nobody really likes the tree around anymore as far as landscaping because it puts off a terrible smell, and as a matter of fact, in the early development of Miami, they used to always think that if you put one of these Malaleuca next to the front door, it would keep the mosquitoes out of the house because insects don't like them either. We are trying to put it on the Federal noxious weed list.

Mr. MYERS. Can they stand cold weather?

Mr. SHAW. No. If they would grow and we could export them to the north, we would be more than happy to do that. You know they even tried to make them into pulp wood, but won't work that way.

Then they decided what we will do is we will make chips out of it and sell it for people to mulch their flowers beds with. They found there were so many seeds involved with it, all we were doing was exporting Melaleuca forests. The whole thing is very bad.

When you burn it, it comes back even stronger than it was before. It is a very, very serious threat to the Everglades.

Mr. BEVILL. We have the Milfoil, which is really the Kudzu of water. It is taking over one of the biggest lakes in my area on the Tennessee River.

We have a real problem with it. The Waterways Experiment Station in Mississippi is doing a lot of research on these various plants. We may ask them to see what they can come up with on that.

Mr. MYERS. Do they actually grow in water?

Mr. SHAW. They will grow just about anywhere you want them. They will grow in your yard where it is nice, high and dry and they will grow in the Everglades where they actually stand in water.

There is no natural predator for them.

Mr. MYERS. How tall do they grow?

Mr. SHAW. They will grow up to full sized trees.

Mr. MYERS. Pretty big weeds.

Mr. BEVILL. We will be glad to ask them to look into that. They might come up with a better method. It seems to me it is a pretty hard and expensive method you are talking about using bulldozers.

Mr. SHAW. One other project which is very important that I would like to bring up is $100,000 for the reconstruction planning of dredging of the Hillsboro Inlet. This was on your bill last year.

It got dropped in conference. It is very important not only because of navigation, but because of flooding. That is, this is an area that is going to be, if we do not get it opened up and properly engineered the next time we have a hurricane, the sand is going to bottle that thing up just like putting a cork in a bottle and we are going to have wide spread flooding all over the northern end of my district.

I have a statement that I want to put into the record.

Mr. BEVILL. It will be made part of the record.

Mr. SHAW. Larry brought up the Port Everglades $250,000 project, which I think is a routine project that this committee is familiar with.

There is a Hillsboro Canal survey review for $100,000. Again, the Kissimmee River, which is very important to all of us in south Florida, for $6 million. And the Broward County Everglades buffer, $4,200,000. I consider them all to be most important.

[The statement of Hon. Clay Shaw follows:]

Statement of the Honorable E. Clay Shaw, Jr.
Energy and Water Development Subcommittee
House Appropriations Committee
March 28, 1990

Mr. Chairman, I appreciate the opportunity to join my colleagues from Florida in supporting funding for water projects which are important to our state. I would like to thank Chairman Bevill and Ranking Member Myers for this chance to submit my testimony.

My testimony includes requests for funding for the following projects: Port Everglades, the Hillsboro Canal Survey Review, the Kissimmee River Restoration, and the Broward County Everglades Buffer Strip. While these projects are all worthy and deserve the consideration of this subcommittee, I would like to stress to my colleagues that I am primarily concerned with and consider most urgent two other priority projects: the full funding requested for Melaleuca bio-control efforts and the dredging of Hillsboro Inlet. These two projects are personally important to me and to my constituents, and I urge my colleagues to give their utmost consideration to these two important projects.

Melaleuca Bio-Control Project

The Army Corps of Engineers is investing financial resources to address a problem in South Florida that is literally growing every day. I am referring to the noxious weed, Melaleuca (Melaleuca quinquenervia) which is changing the fragile ecosystem in and around the Everglades National Park to the detriment of our own water supply. The Everglades is on the brink of ecological collapse -- so sick it might soon be the first National Park to be considered environmentally dead. Already, the Big Cypress National Preserve and the Loxahatchee National Wildlife Refuge are seriously infested with this pest. Rampant, uncontrolled growth of the Melaleuca drains the Everglades' water without playing any significant role in the food chain. The prolific Melaleuca crowds out indigenous plants and wreaks havoc on the food chain that sustains animal life. It is turning a unique environment teeming with life into a dry, monospecific forest.

Melaleuca was introduced to Florida from Australia in the early 1900s. It was originally brought in as a potential lumber tree, and to help dry up the Everglades, which was then considered a wasteland. Since it was introduced, Melaleuca has spread so rapidly throughout South Florida's native Everglades that it has become a serious pest. It now threatens to permanently replace and eliminate our natural plant communities and the animals that live in them. Surveys of Melaleuca done in 1980 showed that it had infested over 1.5 million acres of the Everglades, with over 50,000 acres being dense, pure stands of Melaleuca. These pure, monospecific forests of Melaleuca are often so dense that neither animals nor people can move through them.

Predictions of the spread of Melaleuca indicate that over 50% of the Everglades wetlands would be infested by the end of the century. In many areas, these infestations are well ahead of predictions. More recent surveys have shown that over 3 million acres have been infested with Melaleuca. Intense and extensive

wildfires which have recently plagued the Everglades have only helped to increase their spread.

Another serious problem with Melaleuca is that Melaleuca forests use four to five times more water per acre than do the sawgrass praire which are usually found before Melaleuca takes over. The Everglades provides all of the water that supplies the Biscayne Aquifer, which is the primary water source for South Florida. With an already overburdened water supply, the addition of Melaleuca to the water recharge system of the Everglades may further lower our regional water tables, straining these already overused water supplies even more.

According to experts most acquainted with the Melaleuca problem, the best, long-range hope for control and suppression of serious, wide-spread pest plants like Melaleuca is an approach called "classical bio-control." What is entailed with classical bio-control is a careful survey of insects, and sometimes pathogens, in the pest plant's native habit, which in this case, is Australia. Once it is determined that such insects exist, the ones deemed most promising are tested in their native habitat to be sure they only eat the one species of plant you wish to control, in this case, Melaleuca. It is then tested on native, horticultural and ornamental plants that occur in the area where control is desired, in this case, South Florida. Once the Australian testing is completed, the best insect species would be brought into strict quarantine in specially designed USDA facilities and tested again using strict criteria to ensure that these insects only eat Melaleuca. Only after this thorough testing are any of the insects released to begin their work. This approach comes from an understanding of the natural history and biology of a species and does not rely on a "high-tech" quick fix. While chemical control methods can be very useful and quite successful, they are only short-term, stop-gap methods designed to minimize the further spread of Melaleuca until the biological control agents are able to bring it under control.

Currently a Melaleuca bio-control project is under way at the Fort Lauderdale Research and Education Center in Fort Lauderdale, Florida, called the Aquatic Plant Management Lab, which is under the direction of the Agriculture Research Service, an arm of the USDA. Testing in Australia has begun, and over two hundred potential insects have been identified. Funding and support for this project is provided by USDA, the Army Corps of Engineers, the National Park Service, Everglades National Park, the Florida Department of Natural Resouces, the South Florida Water Management District, and the Dade County Department of Environmental Resources.

Unfortunately, if one of the above donors decides to withdraw funding, the entire effort could collapse. For this reason, a $250,000 appropriation to accelerate the research, support staff in this country and Australia, and to fund a plan to build a modest quarantine facility in Fort Lauderdale is urgently needed. Currently, the Aquatic Plant Management Lab shares a quarantine facility at Gainesville, Florida with the Florida Department of Agriculture and the University of Florida at Gainesville.

Previously, the Corps of Engineers funded an $80,000 grant to the Aquatic Plant Management Lab, which came out of the Operations and Maintenance line of the Central and Southern Florida Flood Control Project of the Army Corps of Engineers budget request. I urge this subcommittee to raise the budget allocation for this item to $4,877,000, and include report language that specifically earmarks $250,000 for the Aquatic Plant Management Lab for research into Melaleuca bio-control. Clearly, the costs seem low when compared to the impending losses, especially the damage that will be caused to Florida's jewel, the Everglades.

Hillsboro Inlet

Another important project which is in need of funding is the dredging of Hillsboro Inlet, located in my congressional district. As members of this Subcommittee might recall, in FY 1990 the House agreed to a $50,000 appropriation, but that sum was later dropped in the House-Senate conference committee. For fiscal year 1989, the House agreed to a $100,000 appropriation and bill language directing the Army Corps of Engineers to initiate and complete an economic reevaluation of the Hillsboro Inlet feature. Unfortunately, this appropriation was later deleted, also in conference committee.

This project was originally authorized as part of the "Broward County Beach Erosion Control and Hillsboro Inlet Navigation Program," which was passed by Congress in 1965. The original project was extensive and costly. After examining all the options, local officials decided not to proceed with the program and instead the Hillsboro Inlet Improvement and Maintenance District purchased a dredge and has been keeping the inlet clear for the past 23 years. The Army Corps of Engineers therefore categorized the project as inactive and shelved further construction plans.

Unfortunately, the forces of nature and economic development have recently overtaken the abilities of the local community. A large sandbar has built up across the mouth of the inlet, beyond the range of the local dredge. This shoaling up of the inlet creates treacherous, often impossible, navigation hazards and prevents a proper flow of water through the inlet. Present conditions needlessly endanger recreational boaters who are not familiar with conditions around the mouth of the inlet, and discourages commercial use of the inlet by charter boats, long-line fishing vessels and other marine enterprises. Perhaps most importantly, the sandbar prevents the inlet from properly serving as a flush-out point and flood-gate for the communities to the west of Hillsboro.

The flood control properties of the inlet were not considered in the originally authorized project. At the time the area west of Hillsboro was sparsely populated and the periodic flooding which occurred caused little concern. Since that time, there has been explosive population growth in Broward County. Flooding in this area would now cause severe economic damage as well as endanger the lives and safety of the people in the area, many of whom are senior citizens who would not be able to evacuate quickly.

The dredge which the Hillsboro Authority owns and operates is not certified for operation in the open ocean and would be prone to capsize if the attempt were made to utilize it outside the sheltered waters of the inlet. Accordingly, the Hillsboro Authority contacted the Army Corps of Engineers to see what assistance might be available. The Corps reclassified the original project as active and is presently awaiting funds to initiate preconstruction planning (a design memorandum and environmental impact statement).

Obviously, this project is more crucial than ever. Therefore, I respectfully request that in the section appropriating funds for the Corps of Engineers, the Committee include the following language:

"... of which $150,000 shall be for preconstruction planning including the preparation of a design memorandum and an environmental impact statement, for the dredging of the deepwater channel of the Hillsboro Inlet, Broward County, Florida."

The State of Florida Department of Environmental Regulation (FDER) has also identified certain projects to the subcommittee which I also support. They are:

Port Everglades

A proposed expenditure I wholeheartedly endorse is the $250,000 for Port Everglades, located in Broward County, Florida. In the past, Congress has voted for various levels of funding for Port Everglades, which is the second largest cruise ship port in the world. I believe this was money well spent, and the economic dividends from these modest funds were broad. For example, a recent economic impact study estimates the port's annual economic impact on Broward County to be $2.5 billion. By the year 2000, the economic impact will increase to $3.8 billion. The total number of direct jobs generated by Port Everglades is 20,000 and indirect jobs is 60,000. Improvements, such as the preliminary engineering and design specification for the construction of channel improvements and additional berthing facilities at Port Everglades, can substantially contribute to the well-being of the regional economy.

Hillsboro Canal Survey Review

I would also like to endorse the $100,000 FDER has asked for a feasibility study called the Hillsboro Canal Survey Review, which is part of the expenditure for the Central and Southern Florida Flood Control Project. This study will evaluate alternative means of reducing flood damages to portions of Palm Beach and Broward Counties.

Kissimmee River Restoration Project

Furthermore, I would like to endorse the $6,000,000 requested by FDER for the Kissimmee River Restoration Project. This project, located in Highlands, Okeechobee, Osceola, and Polk Counties, Florida, covers construction of Part I of the Kissimmee River Restoration of the Level II Backfilling Plan. Part I

involves backfilling three to five miles of the canal in the central reach of the river. This will be the first step towards backfilling a continuous 25 to 30 mile section of the canal and will restore approximately 8500 acres of floodplain wetlands. Part I will be monitored and evaluated before subsequent work is scheduled.

As many of my Florida colleagues are aware, this work is absolutely crucial to turn "canal C-38" (the Kissimmee's canal name) back into the original, meandering Kissimmee River. Already, Florida has lost the following items relating to the previous work done on the Kissimmee: (1) 45,000 acres of floodplain marsh; (2) the loss of natural water flow into the Everglades; (3) a precipitous decline in wildlife populations, especially for wading birds; (4) the drying up of thousands of acres of seasonal wetlands; (5) major decreases in fish populations; and (6) diminishment of the Everglades' capacity to filter water used by South Floridians.

Broward County Everglades Buffer Strip

Lastly, I consider the purchase of a proposed buffer strip in west Broward County to be essential to the future well-being of the Everglades. This buffer strip is approximately one mile in width and its boundaries are defined by U.S. route 27 on the east, the Everglades National Park on the west, State Route 84 on the north, and by the Dade/Broward County line on the south. While total area of the strip is 4,300 acres, 1,600 have been developed or are owned by Florida Power and Light for high voltage power transmission lines. This therefore leaves approximately 2,000 acres to be environmentally enhanced or preserved.

A primary function of the buffer strip would be to maintain the pristine qualities of the Everglades, since it acts as a valuable ecological buffer between urban development and the Everglades itself. Another useful function of the buffer strip would be to help contain and suppress spread of the noxious weed Melaleuca, before it establishes a strong foothold in the Everglades National Park.

The Broward County Everglades Buffer Strip Task Force has determined the total cost of the buffer strip to be $12,600,000. An intergovernmental partnership between the state, county and federal entities, each contributing $4,200,000, is necessary to purchase the buffer strip. Therefore, I respectfully request that $4.2 million be set aside for the federal share of acquiring this important buffer strip.

In closing, thank you once again for the opportunity to submit testimony for these projects which are so important to the residents of Florida. Additionally, I appreciate Mr. Bennett's efforts in organizing and scheduling time for the Florida delegation to testify on behalf of legislation vital to our great state.

Mr. BEVILL. I thank each of you for very fine statements.

Mr. BENNETT. Some Members have submitted statements.

Mr. BEVILL. Without objection, they will be made a part of the record.

[The information follows:]

STATEMENT OF THE HONORABLE MICHAEL BILIRAKIS

MARCH 28, 1990

THANK YOU MR. CHAIRMAN FOR THE OPPORTUNITY TO TESTIFY BEFORE THIS HONORABLE SUBCOMMITTEE IN SUPPORT OF THE STATE OF FLORIDA'S PUBLIC WORKS PROJECTS AND STUDIES. I WANT TO WELCOME THE SECRETARY OF THE DEPARTMENT OF ENVIRONMENTAL REGULATION, DALE TWACHTMANN, A VERY CAPABLE LEADER FROM OUR STATE.

THE STATE OF FLORIDA HAS SUBMITTED A REQUEST FOR FUNDING FOR THE KISSIMMEE RIVER RESTORATION PROJECT. I STRONGLY SUPPORT THE RESTORATION OF THE RIVER TO ITS FORMER MEANDERING PATH AND THE REFLOODING OF THE FORMER FLOOD PLAINS. THE FIRST STEP IN THIS PROJECT CONSISTS OF THE BACKFILLING THREE TO FIVE MILES OF THE CANAL IN THE CENTRAL REACH OF THE RIVER. EVENTUALLY, A CONTINUOUS 25 TO 30 MILES SECTION OF THE CANAL WILL BE RESTORED. THIS PROJECT IS AN ESSENTIAL LINK IN IMPROVING THE WATER QUALITY OF THE KISSIMMEE RIVER AND LAKE OKEECHOBEE. CURRENTLY, THE KISSIMMEE RIVER FLOWS UNRESTRICTED INTO THE LAKE CARRYING EXCESSIVE POLLUTANTS AND CAUSING SERIOUS WATER QUALITY DAMAGE. THROUGH THE REFLOODING OF THE OLD FLOOD PLAINS, MUCH OF THE NUTRIENT LOAD WILL BE ASSIMILATED INTO THE RESULTING WETLANDS.

OVER THE YEARS, CONGRESS HAS APPROPRIATED $6 MILLION TO THE CORPS OF ENGINEERS FOR THE RESTORATION PROJECT. GOVERNOR MARTINEZ HAS ASKED FOR $12 MILLION IN THE STATE BUDGET FOR THIS MASSIVE PROJECT. THIS YEAR, THE STATE HAS REQUESTED AN ADDITIONAL $6 MILLION IN FEDERAL ASSISTANCE, WHICH I STRONGLY URGE THE SUBCOMMITTEE TO APPROVE.

IN ADDITION TO THE KISSIMMEE RIVER PROJECT, I URGE THE CONTINUED FUNDING OF THE FOUR RIVER BASINS PROJECT IN HILLSBOROUGH COUNTY, WHICH I AM PROUD TO REPRESENT. THE STATE HAS REQUESTED $300,000 FOR WORK IN THE LOWER HILLSBOROUGH WILDERNESS PARK AT THE FLATWOODS PARK SITE. THE FOUR RIVER BASINS PROJECT HAS BEEN UNDERWAY SINCE 1966 AND IS A VITAL FLOOD PROTECTION AREA COVERING APPROXIMATELY 6,000 SQUARE MILES IN 14 COUNTIES OF CENTRAL AND SOUTHWEST FLORIDA.

THANK YOU MR. CHAIRMAN.

STATEMENT OF
THE HONORABLE SAM M. GIBBONS
BEFORE THE
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
COMMITTEE ON APPROPRIATIONS
WEDNESDAY, MARCH 28, 1990
2362 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, D. C. 20515

BEN T. DAVIS/COURTNEY CAMPBELL CAUSEWAY

Mr. Chairman, my plans were to appear personally before your Subcommittee this morning; however, my own Ways and Means Committee is marking-up one of my bills, and I must be there because of its controversial nature. I appreciate this opportunity to present this statement. I wish to request funding for a survey by the Corps of Engineers for beach erosion and restoration on the Ben T. Davis/Courtney Campbell Causeway. As you know, this survey was approved and authorized by the House Public Works Committee last year.

This important causeway serves one of the major ingress/egress areas for the City of Tampa, Clearwater and their metropolitan areas, which include St. Petersburg. This causeway is located in Hillsborough County on a peninsula intruding into North Tampa Bay.

The State of Florida, Department of Transportation and the City of Tampa have spent considerable amounts of money to renourish the beach and improve the causeway. However, indirect winds and tidal effects from two hurricanes in the past five years have caused damage to the public beach, parking areas and the causeway itself. We are requesting that funding be made available for a study of the Ben T. Davis Beach and the Courtney Campbell Causeway from the west end of Rocky Point to the East end of the main bridge.

There are no major federal flood control projects either constructed or under study for the Tampa area. The previous regional flood investigation known as the Four River Basins Study resulted in the provision of flood protection for the City of Tampa and other mainland areas, but did not include cost estimation of beach erosion.

Officials of the City of Tampa have expressed concern over this continued damage problem. They desire assistance in determining the magnitude of the problem, and developing and constructing improvements for reducing flood, storm and tidal surge damages. Accordingly, I am requesting your Committee's assistance in funding this study by the Corps of Engineers to review the problem along this important municipal asset.

This study would cost approximately $1 million: $250,000 for an initial reconnaissance study and $750,000 for a feasibility study, if warranted.

I would greatly appreciate favorable action on this request.

TAMPA PORT AUTHORITY

A. PORT SUTTON CHANNEL

I want to thank the Subcommittee for funding the engineering and design portion of the Tampa Harbor Port Sutton Channel project in the FY '90 Energy

and Water Development Appropriations Bill, and for the accompanying bill language which mandates that the Army Corps of Engineers proceed with the project.

May I request continued funding this year. My total request is for $1,155,000 which would be the federal share needed to complete the construction stage of the project.

The directive language in the FY '90 bill was needed because the Secretary of the Army opposes federal participation in the Port Sutton project, despite a very favorable report by the Chief of Engineers. You will recall that the Chief of Engineers found the proposed improvements to be "economically justified, engineeringly feasible, and environmentally acceptable," with a very favorable cost benefit ratio estimated at 3 to 7. This report was the result of three years of study by the Corps of Engineers. The Administration requested funding for this study and the 1989 executive budget request to Congress included preliminary design and engineering funds.

Despite the Chief of Engineers' report and the proactive positions of the Administration over the period from 1985 through 1988, the Secretary of the Army decided against federal participation based on a determination that only one terminal operator would benefit from the proposed improvements to the Channel. That terminal operator is the International Minerals and Chemicals Company (IMC).

Mr. Chairman, in making this determination the Secretary does not take into consideration the multiple shipping companies which use the Port Sutton Channel and would ultimately benefit from the improvements. (These shippers include Agrico Chemical Company, Freeport Phosphate Rock Company, Mobil and Gardinier.) He also does not consider that the investment in the main federal ship channel could be maximized by linking as many channels as possible to the main channel.

This "single beneficiary" policy is a new departmental policy which has not been guided by public law, and which, at least in this instance, has replaced the cost/benefit assessment procedures which have traditionally been used to determine federal participation in a water resource project. The policy has the potential to preclude development of many economically viable projects throughout the country and I have recently testified to this effect before the Water Resources Subcommittee of the House Public Works and Transportation Committee and have asked that the policy be repealed.

To this date, the Secretary of the Army has not changed his position on Port Sutton although the Department is currently reviewing the situation in light of the fact that a second terminal on the Channel owned by Seminole Fertilizers has indicated that its operations do require the deeper channel.

May I request that construction funding for the Port Sutton project be included within the FY '91 Energy and Water Development Appropriations Bill. The 1988 cost estimate of the total federal share needed through completion is $1,115,000. In addition, bill language is needed which mandates that the Corps continue to work on the Port Sutton project in Fiscal Year 1991 and to use the construction funds for the purpose designated.

B. BIG BEND CHANNEL

I also want to thank the Subcommittee for [illegible]

amended feasibility study on the Big Bend Channel within the FY '90 Energy and Water Development Bill. An additional $100,000 is budgeted by the Administration for Fiscal Year 1991.

The Big Bend Channel is another of the Tampa Port's auxiliary channels which has been rapidly silting in recent years. Terminal operators on the Big Bend Channel are the Tampa Electric Company which ships coal down the Mississippi to its Big Bend power plant; Agrico, which ships phosphate to destinations in South America, Australia and Europe; and Mitsui which exports phosphoric acid overseas. Since 1980 the tonnage moved on the Big Bend Channel has increased in excess of 30%; however, due to the rapid silting of the channel, in some areas to as shallow a depth as 12 feet, ships have much difficulty in maneuvering the channel and hazards are encountered by the harbor pilots in negotiating the turning basin.

The Big Bend Channel has previously been the subject of a Corps of Engineers feasibility investigation which focused on deepening the channel to 43 feet. The Tampa Port Authority is requesting that the Corps of Engineers modify the scope of its initial study to determine the feasibility of federal maintenance of the channel at 34 feet.

Thank you for considering the budgeted amount of $100,000 for inclusion in the FY '91 Energy and Water Development Appropriations Bill.

KISSIMMEE RESTORATION PROJECT

I support the State of Florida's request for an additional $6 million in Fiscal Year 1991 for Kissimmee restoration authorized under Section 1135 of the WRDA of 1986 and Section 46 of the WRDA of 1988.

Thank you.

CONGRESSMAN BILL GRANT
STATEMENT
APPROPRIATIONS SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
MARCH 28, 1990

Mr. Chairman, I want to thank you for giving me the opportunity to address the Subcommittee today concerning several important issues.

The first issue I would like to discuss concerns not only my home state of Florida, but our neighbors in Alabama and Georgia.

Lake Lanier in northern Georgia is the headwaters of the Chattahoochee River and a vitally important water source for the citizens of Alabama, Georgia and Florida. The Chattahoochee, along with the Flint River, eventually flows south into Lake Seminole along the Georgia-Florida border. The Apalachicola River flows south from Lake Seminole and empties into Apalachicola Bay. The three rivers are commonly referred to as the ACF river system.

As you know, Mr. Chairman, the Army Corps of Engineers has proposed a major water reallocation project from Lake Lanier to solve the future drinking water supply needs of the growing Atlanta metropolitan area.

Because the Chattahoochee, Flint and Apalachicola Rivers

form one system and fundamentally impact the future of the citizens of three states, I believe that those who plan to look to Lake Lanier to solve the City of Atlanta's water problems must also be ready to address the needs of those interests downstream.

Mr. Chairman, Apalachicola Bay is the home of a once prosperous oyster industry. As a lifelong North Floridian, and the Representative of Franklin County, I have sadly watched this thriving industry decline.

For example, in 1987 approximately 655,000 oysters were harvested in Apalachicola Bay. In 1988, only 231,000 were harvested, a decline of 65 percent. These oysters are heavily dependent on the rivers and upland drainage to supply clean, nutrient rich water. A decrease in the freshwater input leads to higher salinity in the water. Studies conducted by the Florida Department of Natural Resources concluded that a higher salinity environment encourages predation and disease from other marine organisms.

The past and present problems the Florida oyster industry has experienced have been linked to drought conditions.

It is abundantly clear that a sufficient volume of water flowing into Apalachicola Bay is vital to the continuation of the North Florida oyster industry.

The Corps proposes a reallocation of 207,000 acre feet of storage from the ACF system in addition to proprietary support of

529 million gallons a day of water for the greater Atlanta metropolitan area. They contend that this change should have little or no effect on the downstream interests. I don't profess to be an engineer, but it seems to me that the 529 million gallons of water a day will be sorely missed downstream. I do not believe that the economic potential of Alabama and Florida should be stunted or sacrificed to the drinking water needs of Atlanta.

The City of Atlanta has a water problem, and it is prudent for them to look ahead and try to anticipate those needs. But, the ACF system is just that -- a system -- and any proposed changes should take into account the interests of all three states affected. We must insist that all aspects of any proposal be studied completely, especially its environmental ramifications. Mr. Chairman, I know you also support the concept of a basinwide water resources study and I commend you for the leadership role you have taken on this issue.

Mr. Chairman, one of the great achievements of our generation has been the recognition that our future depends on preserving and protecting our environment. And I am proud of the action my state has taken to protect thousands of acres of sensitive lands and wildlife habitats. The State of Florida's FY 1991 Public Works Program reflects this continuing commitment to environmental quality and I fully endorse the Federal role in each of these worthy projects.

One project I would like to comment briefly on is the Kissimmee River Restoration.

During the 100th Congress, at my request, the Public Works Committee included a provision in the Water Resources Development Act to extend the Army Corps of Engineers' authorization to begin the restoration of the Kissimmee River to its natural state.

As you may know, the Kissimmee River flows into Lake Okeechobee and then into the Florida Everglades. Once a 98 mile meandering river, and home to millions of rare and beautiful birds and other wildlife, the Kissimmee River today is a straight ditch. In the 20 years since the "straightening" of the river occurred we have seen our wetland habitats reduced by 75 percent and our waterfowl population reduced by an astonishing 90 percent.

We all realize that a grave error was made when the Kissimmee was channelized. Recently, the State of Florida adopted a plan to restore the Kissimmee to its former path, which will entail the reflooding of former flood plains.

I commend this subcommittee for its past commitment to the Kissimmee restoration. This year's request involves backfilling three to five miles of the canal in the central reach of the river. The funding request is $6 million. This will be the first step towards backfilling 25 to 30 miles of the canal. This construction will be monitored and evaluated before any

additional work is scheduled.

I might add that there is some disagreement between the Corps and the State of Florida as to whether the current authorization language is appropriate.

I have contacted the Corps to let them know that should they determine that the current authorization is not sufficient, I am prepared to do all I can to see that the language is changed. The restoration of the Kissimmee is important unto itself, but it is also a vital component of our plans to clean up Lake Okeechobee and to preserve the Florida Everglades.

An important element in the Everglades preservation effort is the Shark River Slough restoration project. The $7.5 million request will fund modifications of existing water control structures and will provide much needed relief to the heavily stressed Everglades National Park. This project is consistent with the recently authorized expansion of the Everglades National Park.

2362 RHOB

CRAIG T. JAMES
4TH DISTRICT, FLORIDA
COMMITTEE ON THE JUDICIARY
SUBCOMMITTEES:
ADMINISTRATIVE LAW AND GOVERNMENTAL RELATIONS
VICE CHAIRMAN
CIVIL AND CONSTITUTIONAL RIGHTS
COMMITTEE ON VETERANS' AFFAIRS
SUBCOMMITTEE
OVERSIGHT AND INVESTIGATIONS
SELECT COMMITTEE ON AGING

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STATEMENT BY CONGRESSMAN CRAIG JAMES
APPROPRIATIONS SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
FLORIDA'S WATER RESOURCES PROJECTS
WEDNESDAY, MARCH 28, 1990

MR. CHAIRMAN. I WOULD LIKE TO THANK YOU FOR AFFORDING ME AND THE REST OF THE FLORIDA DELEGATION THIS OPPORTUNITY TO TESTIFY ON FLORIDA'S WATER RESOURCES PROJECTS NEEDED FOR FISCAL YEAR 1991.

AS YOU KNOW, FLORIDA IS ONE OF THE FASTEST GROWING STATES IN THE UNION. WITH THIS GROWTH COMES AN INCREASED NEED FOR PRESERVING AND IMPROVING THE WATER QUALITY OF OUR STATE.

I WOULD LIKE TO BRING TO YOUR ATTENTION SEVERAL PROJECTS THAT ARE IN NEED OF YOUR CONSIDERATION AND SUPPORT.

- THE WATER QUALITY MANAGEMENT PLAN FOR THE ST. JOHNS RIVER BASIN DESERVES ADQUATE FUNDING. THIS RIVER HAS BEEN PLAGUED BY POOR WATER QUALITY CAUSING DISEASED FISH AND ALGAE BLOOMS WHICH IS DAMAGING TO THE ECQNOMY AND PUBLIC SAFETY OF THIS AREA. IN ADDITION, THE RETENTION AREAS AND FLOODPLAINS MUST BE IMPROVED IN THE UPPER ST. JOHNS RIVER BASIN TO ENSURE A DECREASE IN FLOOD DAMAGE, IMPROVE WATER QUALITY AND HELP

MAINTAIN WATER LEVELS DURING DROUGHT PERIODS.

- THE FUNDING FOR THE DUVAL COUNTY BEACH AND THE ST. AUGUSTINE BEACH IN ST. JOHNS COUNTY WOULD RE-ESTABLISH A DESIRABLE BEACH PROFILE, THEREBY, PROVIDING INCREASED PROTECTION AGAINST VEHICULAR TRAFFIC AND PROTECTION OF UPLAND PROPERTY. FLORIDA HAS BEEN BLESSED WITH HUNDREDS OF MILES OF HIGH-QUALITY SAND BEACHES THAT MUST BE RESTORED AND PRESERVED. THESE BEACHES ARE AN EXTREMELY VALUABLE STATE NATURAL RESOURCE. THE NEED FOR PERIODIC RENOURISHMENT OF THE BEACH IS REQUIRED TO REPLACE SAND LOST AS A RESULT OF CURRENTS, WINTER STORMS, WIND ACTION AND MAN-MADE ABUSE. IN ADDITION TO THESE AREAS, THERE IS A STATEWIDE NEED FOR FUNDING TO RENOURISH AND PROTECT ALL FLORIDA'S COASTLINE.

I APPRECIATE THE CHAIRMAN ALLOWING ME TO ADDRESS THE COMMITTEE AND I WOULD LIKE TO SUBMIT ADDITIONAL INFORMATION ON THESE PROJECTS AND OTHERS THAT ARE CRITICAL TO THE WATER QUALITY OF FLORIDA.

AGAIN, THANK YOU MR. CHAIRMAN.

St. Johns River Basin Water Quality Management

Sponsor: St. Johns River Water Management District Type Application: Study
County: Parts of 12 counties Benefit Cost Ratio: N/A

Estimated Federal Cost	1,300,000
Estimated Non Federal Cost	0
Federal Funds Through FY 90	200,000
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	400,000

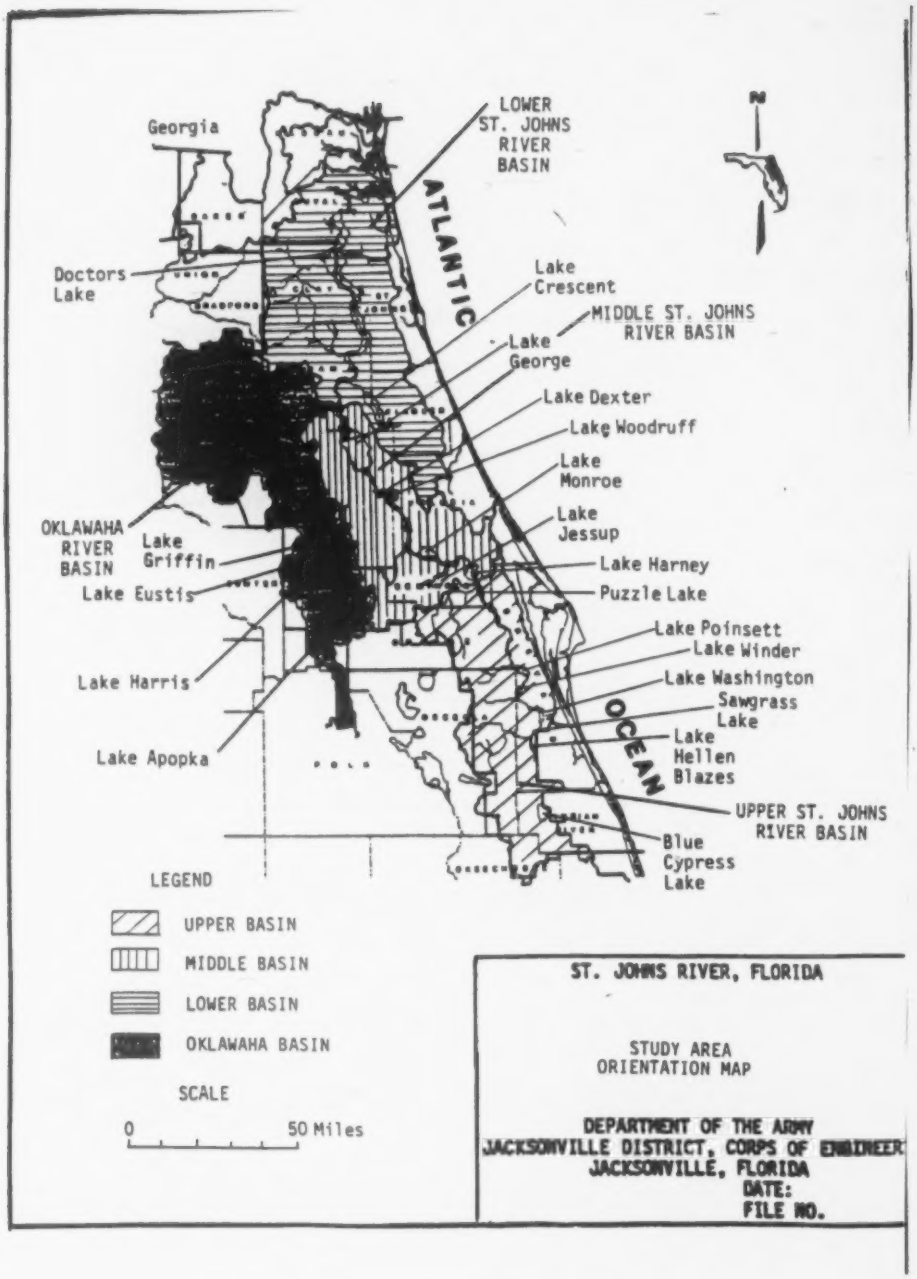
History/Description

The study was authorized by language in the FY 84 Public Works appropriations bill, directing the Army Corps of Engineers to prepare "an interim water quality management plan for the St. Johns River Basin, Florida...at full federal expense and in cooperation with local interests." Continuation of this study is proposed by the St. Johns River Water Management District. An amount of $400,000 is requested for FY 91.

The study will provide a plan for the improvement of water quality in the St. Johns River. Available water quality data is currently being collected and reviewed. Land use mapping will be one component of this effort. The need for changes or enlargements in the current monitoring program is being assessed. Eventually, the study will establish water quality goals for the basin, determine whether they are fulfilled in the various lake and stream segments, and recommend means of attaining these goals wherever possible. The Corps is working cooperatively with the St. Johns River Water Management District on this study.

Proposed Benefits

The St. Johns River has exhibited many water quality problems, as demonstrated by numerous fish kills, algae blooms, and citizen complaints. This study, along with information obtained from an ongoing multi-agency study of diseased fish in the lower reaches of the river, will develop an overall plan to address these problems. The result will provide important benefits to regional economics, aesthetics, and recreation. Fishery resources available for both commercial and sport uses should be enhanced by improved water quality management. Another benefit could be reduced expenditures for control of aquatic weeds.


Georgia
LOWER ST. JOHNS RIVER BASIN
ATLANTIC
Doctors Lake
Lake Crescent
MIDDLE ST. JOHNS RIVER BASIN
Lake George
Lake Dexter
Lake Woodruff
Lake Monroe
Lake Jessup
OKLAWAHA RIVER BASIN
Lake Griffin
Lake Eustis
Lake Harney
Puzzle Lake
Lake Poinsett
Lake Winder
Lake Harris
Lake Washington
Sawgrass Lake
OCEAN
Lake Hellen Blazes
Lake Apopka
UPPER ST. JOHNS RIVER BASIN
Blue Cypress Lake
LEGEND
UPPER BASIN
MIDDLE BASIN
LOWER BASIN
OKLAWAHA BASIN
SCALE
0
50 Miles
ST. JOHNS RIVER, FLORIDA
STUDY AREA
ORIENTATION MAP
DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT, CORPS OF ENGINEERS
JACKSONVILLE, FLORIDA
DATE:
FILE NO.

Upper St. Johns River Basin

Sponsor: St. Johns River Water Management District Type Application: Construction
County: Multi-County

Estimated Federal Cost	
Estimated Non Federal Cost	
Federal Funds Through FY 90	
Non Federal Funds Through FY 90	
State of Florida Request for FY 91	$9,800,000 *

History/Description

This project is sponsored by the St. Johns River Water Management District. However, it was previously authorized as part of the Central and South Florida Flood Control Project. The $9,800,000 funding request is included in the request for the Central and South Florida Flood Control Project.

The project area of the Upper St. Johns River Basin in east-central Florida encompasses about 2,000 square miles and consists of some 60 individual contributing subbasins. The St. Johns River Water Management District (SJRWMD), in cooperation with the Army Corps of Engineers, has completed the revised General Design Memorandum for the Upper St. Johns Project.

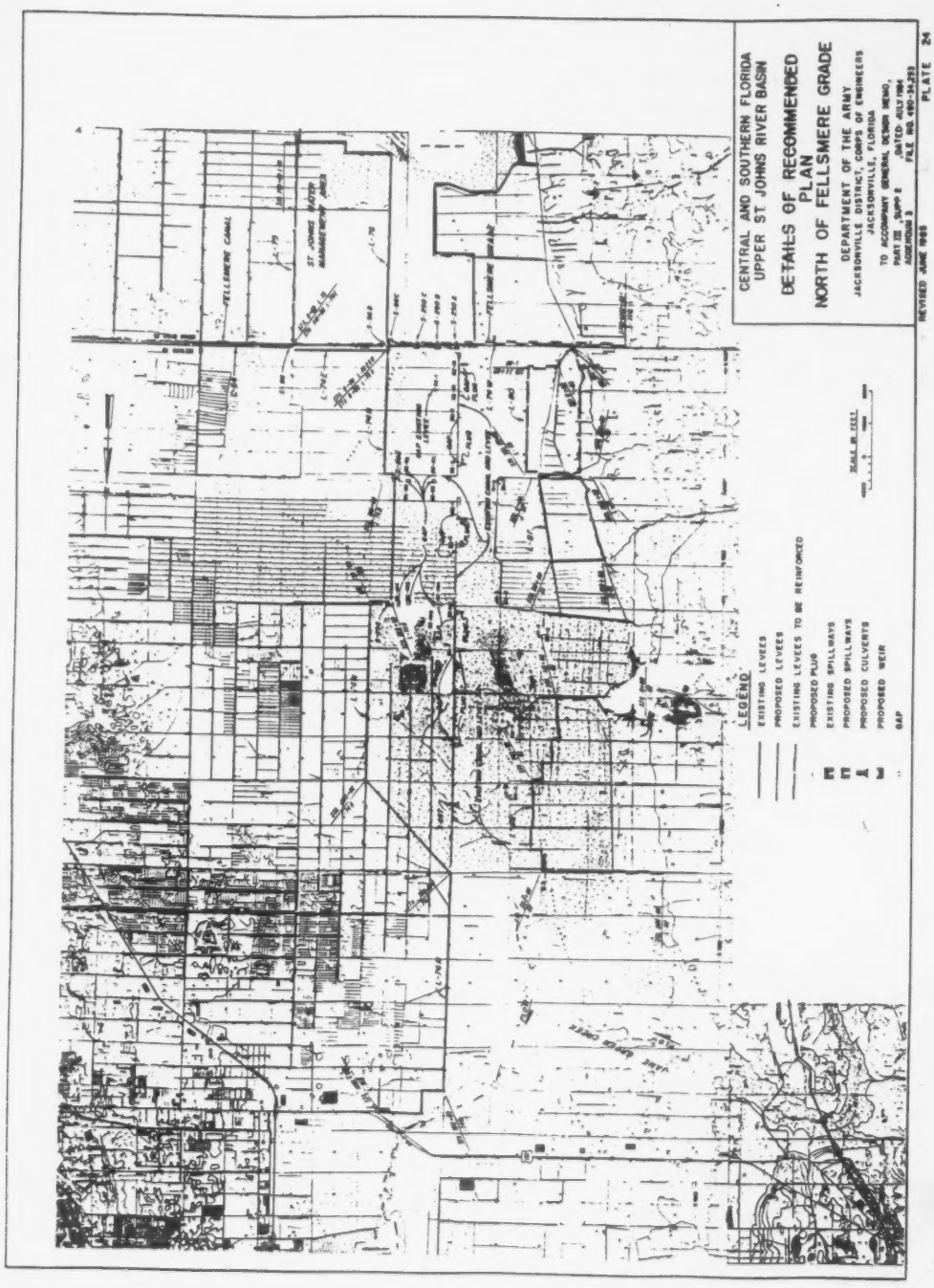
This project is designed to restore the original hydrologic cycle to the Upper St. Johns Basin. The historical hydrologic cycle has been altered by drainage for agricultural uses. This drainage and altered land use destroyed vast marshlands, and has caused higher flood levels during periods of high rainfall and severe droughts during periods of low rainfall. It also has adversely affected the fresh water inflow and quality of discharge to the saline Indian River. The project is expected to moderate these adverse conditions by constructing retention areas, altering existing manmade drainage systems, and creating and preserving floodplain marshlands. The retention areas and floodplains should decrease the flood damage, improve water quality (by entraping sediments and nutrients), and help maintain water levels during drought periods. The reduction in low water levels will also alleviate water shortages now experienced by local governments and agricultural industry that depend on the Upper St. Johns River for a water source.

The GDM has been approved by concerned agencies and construction is underway.

Proposed Benefits

This project could begin reversing decades of environmental damage in the Upper St. Johns River Basin. The multifaceted nature of the project is especially promising. The project offers flood control, water supply, reestablishment of minimum flows, and marsh restoration with associated water quality benefits.

*This cost figure is included in the funding request for the Central and Southern Florida Flood Control Project.


CENTRAL AND SOUTHERN FLORIDA
UPPER ST JOHNS RIVER BASIN
DETAILS OF RECOMMENDED PLAN
NORTH OF FELLSMERE GRADE
DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT, CORPS OF ENGINEERS
JACKSONVILLE, FLORIDA
TO ACCOMPANY GENERAL DESIGN MEMO,
PART III, SUPP 2 DATED JULY 1961
ADDENDUM 3 FILE NO. 490-34-293
REVISED JUNE 1965
PLATE 24
LEGEND
EXISTING LEVEES
PROPOSED LEVEES
EXISTING LEVEES TO BE REINFORCED
PROPOSED PLUG
EXISTING SPILLWAYS
PROPOSED SPILLWAYS
PROPOSED CULVERTS
PROPOSED WEIR
GAP
SCALE IN FEET
FELLSMERE CANAL
ST JOHNS WATER MANAGEMENT AREA
SEBASTIAN CREEK

Coast of Florida Erosion and Storm Effects

Sponsor: Florida Department of Natural Resources
County: Statewide

Type Application: Study
Benefit/Cost Ratio: N/A

Estimated Federal Cost	$7,750,000
Estimated Non Federal Cost	7,500,000
Federal Funds Through FY 90	1,423,000
Non Federal Funds Through FY 90	455,000
State of Florida Request for FY 91	750,000

History/Description

This proposal by the Florida Department of Natural Resources is for continuation of a statewide study of the status and dynamics of the coastal processes affecting Florida's beaches. The study will provide a much improved technical basis for assessing future coastal changes (whether man-induced or natural) by systematically collecting essential data and identifying the factors that cause coastal changes. Funds are being used to establish a statewide data collection network built upon existing data bases. Funds will also be used to create a storm assessment system, and to begin an intensive data collection effort along the 97 miles of shoreline from Juno Beach to Florida City (along Florida's southeast coast). Congress appropriated $250,000 in FY 85 to initiate this study. An additional $500,000 was appropriated in FY 86, $750,000 in FY 87, and $750,000 for FY 88.

Proposed Benefits

The coast of Florida, which includes 800 miles of high-quality sand beaches, is an extremely valuable state natural resource. This study will provide vital information for coastal resource management. Benefits will include: 1) a better scientific basis for decisions on coastal development, 2) improved effectiveness and reduced costs of future coastal works, 3) an improved basis for preventing storm damages, 4) an improved basis for regulatory decisions, such as the coastal construction control line, and 5) a better understanding of the long-term effects of rising sea level.

The damage done to much of Florida's central and northern Gulf Coast by hurricanes in 1985 demonstrates the need for this study.

Duval County Beach Renourishment

Sponsor: Duval County
County: Duval

Type Application: Construction
Benefit/Cost Ratio: 3.2:1.0

Estimated Federal Cost	$2,400,000
Estimated Non Federal Cost	1,600,000
Federal Funds Through FY 90	0
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	2,400,000

History/Description

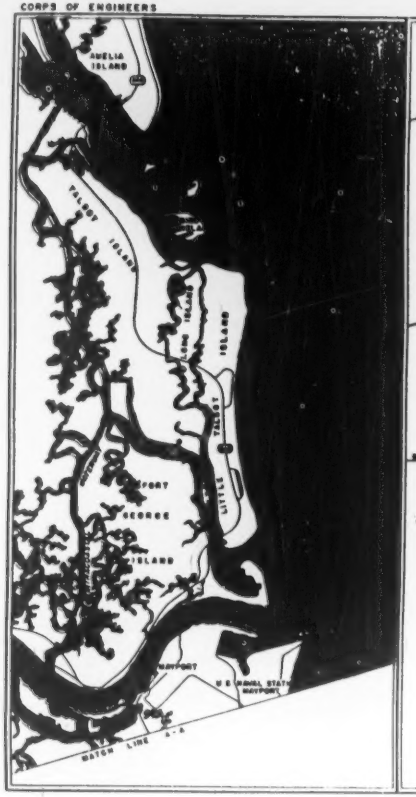
Periodic renourishment of the beach is required to replace sand lost as a result of currents, winter storms and wind action. This phase of the project is expected to include the area from the vicinity of Atlantic Boulevard to the south for approximately three miles. The material will come from maintenance dredging of the St. Johns River and the Mayport Naval Basin or from an offshore borrow area.

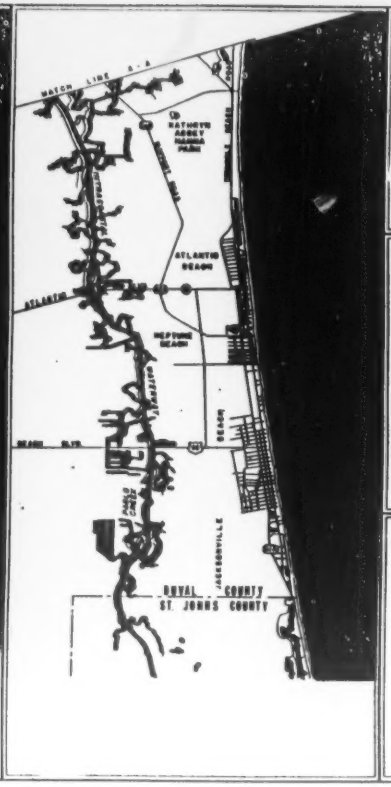
Proposed Benefits

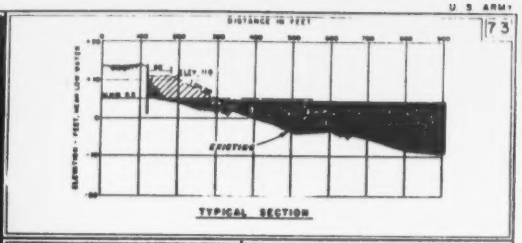
The renourishment will re-establish a desirable beach profile with a broad expanse of beach above high tide. This will provide increased protection for upland property and improve recreational opportunities and use.

CORPS OF ENGINEERS

U S ARMY







TYPICAL SECTION

73

PROJECT: Provides for Federal participation in the cost of a project for improvement and protection of the shores of Duval County, Fla., by providing for a protective and recreational beach with a level berm 60 feet wide at elevation 11 feet above m.l.w. and a natural slope seaward as would be shaped by wave action along the 22,000 feet of shore between the St. Johns River jetties and the Duval - St. Johns County line; and periodic nourishment for the first 10 years of project life after completion of the initial fill placement. The Federal share is 100 percent of the first cost of construction applicable to the Federal share and 50 percent of the cost applicable to the publicly owned Non Federal share and 70 percent of the cost applicable to the Kathryn Abbey Hanna Park shore

MEAN TIDAL RANGE: 5.5 feet in the Atlantic Ocean at Duval County, Varies from 5.4 feet at Nassau Sound to 4.9 feet at the south jetty of the St. Johns River

AUTHORIZATION FOR EXISTING PROJECT		
ACT	WORK AUTHORIZED	DOCUMENT
[illegible] 1950	Federal participation in cost of local shore protection project	H Doc 375/[illegible]

LEGEND

- — — — PERIODIC NOURISHMENT AS NEEDED
- ——— INITIAL RESTORATION

BEACH [illegible] JAN [illegible]
[illegible]
[illegible]

DUVAL COUNTY, FLORIDA
SHORE PROTECTION

SCALE IN MILES

DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT, CORPS OF ENGINEERS
JACKSONVILLE, FLORIDA

H-17-84

818

St. Johns County
(St. Augustine Beach)

Sponsor: St. Johns County
County: St. Johns

Type Application: Construction
Benefit/Cost Ratio: 1.2:1

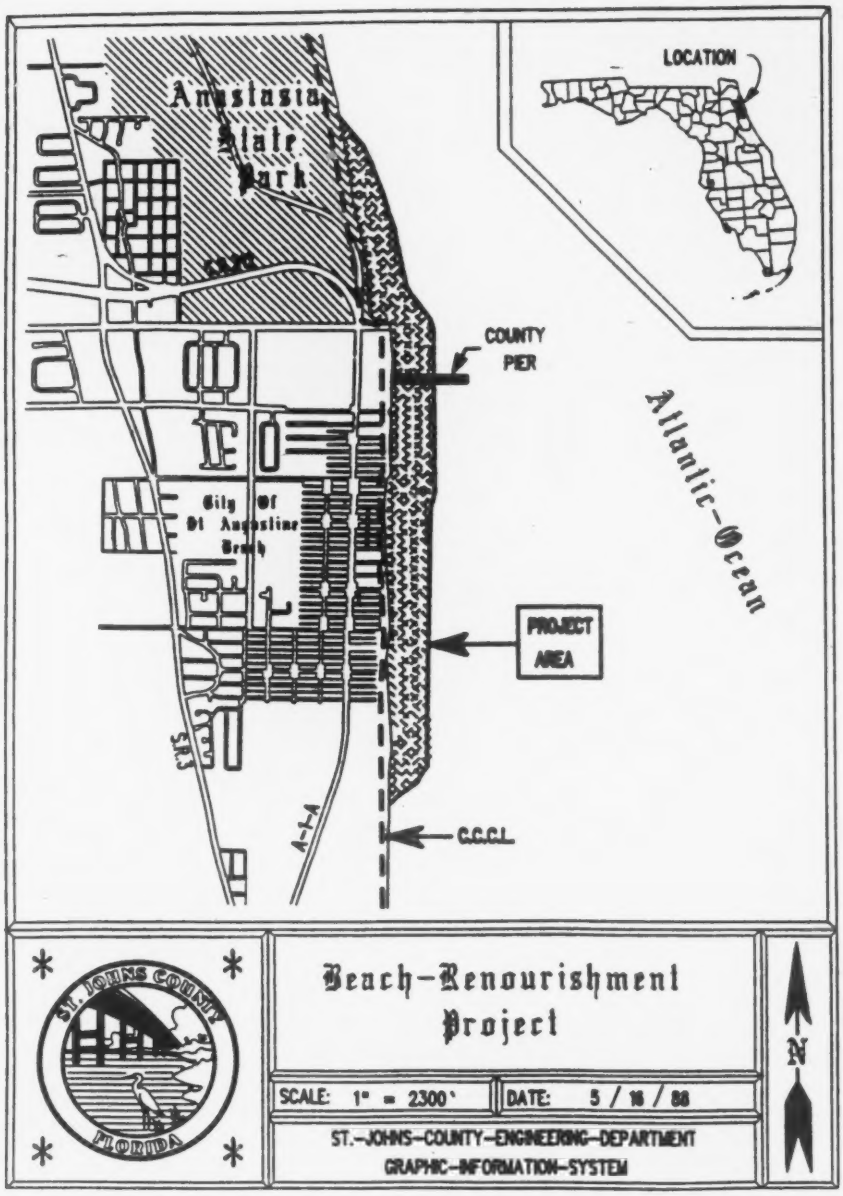
Estimated Federal Cost	$2,334,000
Estimated Non Federal Cost	1,492,000
Federal Funds Through FY 90	350,000
Non Federal Funds Through FY 90	0
State of Florida Request for FY 91	2,334,000

History/Description

The St. Augustine Beach area includes Anastasia State Recreation Area, a county park, motels and other commercial facilities, and private residences. The beaches in most of St. Johns County support vehicular traffic and are classified locally as a county road. This project would nourish approximately 2.3 miles of beach which has been lost due to high wave action.

Proposed Benefits

The increased beach area will provide additional recreational area, protect upland property and provide for vehicle traffic on the beach. Protection will also be provided for existing infrastructure such as roads and utilities.


Anastasia State Park
LOCATION
COUNTY PIER
Atlantic Ocean
City Of St Augustine Beach
PROJECT AREA
C.C.C.L.
A1A
Beach-Renourishment Project
SCALE: 1" = 2300'
DATE: 5 / 16 / 88
ST.-JOHNS-COUNTY-ENGINEERING-DEPARTMENT
GRAPHIC-INFORMATION-SYSTEM
N

Testimony of The Honorable Harry Johnston
Subcommittee on Energy and Water Development
Committee on Appropriations

March 28, 1990

Mr. Chairman, thank you for providing me with this opportunity to speak on behalf of public works programs within the state of Florida. I also want to thank you for continually allowing members to participate in the appropriations process, and more specifically for devoting time to the needs of our state.

At this time I would like to commend the Florida Department of Environmental Regulation for compiling a strong package that illuminates the environmental needs of the state of Florida.

During this time of fiscal restraint and budget cutting, we must continue to designate specific funds to protect our nation's environment, and to insure its future. While we work to leave our nation in a more economically sound position for future generations, we also must leave a nation that is environmentally safe. We must insure that there is a safe and substantial supply of drinking water, that there are beaches and other natural habitats for citizens to enjoy, and that citizens may live without fear of unusual and inconsistent flooding. For all of these reasons and more, the proposed public works projects for the state of Florida are deserving of federal support.

The state of Florida is requesting $35 million dollars for the Central and Southern Florida Flood Control Project. This project is all encompassing, affecting at least part of sixteen counties within the state of Florida. The goal of the Central and Southern Florida Flood Control Project is to provide for increased storage and conservation of water and improved distribution of water throughout the project area. Obviously this project is of great importance to my district in south Florida, and I strongly support the state's request.

The Central and Southern Florida Flood Control Project acts as an umbrella for many projects, including the Kissimmee River Restoration Project. The Kissimmee River Restoration Project is especially significant as the state seeks to improve the water quality of both the Kissimmee River and Lake Okeechobee. Currently the Kissimmee provides a means for pollutants and nutrients to flow unrestricted into Lake Okeechobee. This in turn causes serious water problems in the Lake. The danger of this is compounded because Lake Okeechobee is the cornerstone of South Florida's water supply. The state is requesting $6 million dollars to continue the restoration project and reverse this problem.

Other noteworthy projects included in the Central and Southern Florida Flood Control Project include the Hillsboro Canal Survey Review, the Herbert Hoover Dike Project, the Repowering of Pump Stations 6 and 9, the C-51 East Project and the C-51 West Project. These project have great impact upon my district, which comprises parts of Palm Beach and Broward counties.

Also included are the C-111/South Dade Flood Control Project and the Shark River Slough Restoration (East Everglades National Park) which directly effect Everglades National Park. As you know, last year Congress passed a law which expanded the boundaries of the Everglades National Park. As we seek to expand the Park, we must fund projects which will help to improve the natural habitat of the Everglades.

I would also like to mention various beach renourishment projects in the state of Florida. Beaches serve our state for both economic and recreation purposes, and their renourishment is essential to the well being of our state. Within Palm Beach County, I firmly believe that projects for Lake Worth, Mid-Town Beach, Ocean Ridge Beach and Delray Beach all deserve the support of the federal government. The estimated federal cost for Lake Worth beach is $250,000, which would be used for a feasibility study. The cost for the Mid-Town Beach project, sponsored by the town of Palm Beach, is $7,045,355. The estimated federal cost for Ocean Ridge is $1,095,272. The estimated cost for renourishment of Delray Beach is $3,574,458, which would be used to replenish sand lost since 1984.

The Broward County Erosion Prevention District is sponsoring a project in Hollywood/Hallandale. Broward County is requesting $7,350,000 for this project, and I strongly support this request. The federal money will be used for reimbursement of construction that has already been completed. Broward County has budgeted $14,700,000 to allow for construction of the project to begin. Funding for this project was not included in President Bush's FY91 budget, but I believe that this project deserves the support of the federal government.

Mr. Chairman, I appreciate having this opportunity to voice my support for the Florida Public Works Projects for FY1991.

Mr. BENNETT. I will also be receiving a letter from Governor Martinez, which I would like to send to you for inclusion in the record at this point.

Mr. BEVILL. If you can get it to us right away, we can make it a part of the record.

[The information follows:]

CHARLES E. BENNETT
MEMBER
3D DISTRICT, FLORIDA

ARMED SERVICES COMMITTEE
CHAIRMAN OF SEAPOWER SUBCOMMITTEE
MEMBER OF RESEARCH AND DEVELOPMENT SUBCOMMITTEE

MERCHANT MARINE AND FISHERIES COMMITTEE

DEAN OF FLORIDA CONGRESSIONAL DELEGATION

Congress of the United States
House of Representatives
Washington, DC 20515

April 2, 1990

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Honorable Tom Bevill, Chairman
Subcommittee on Energy and
Water Development
2362 Rayburn HOB
Washington, D.C. 20515

Dear Mr. Chairman:

Enclosed is a letter I received from Governor Martinez of Florida relative to the Kissimmee River. As you recall from you my testimony, I strongly support the states 1991 request, this project in particular.

With kindest regards, I am

Sincerely,

Charles E. Bennett

CEB:lm
Enclosure

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STATE OF FLORIDA

Office of the Governor

THE CAPITOL
TALLAHASSEE, FLORIDA 32399-0001

BOB MARTINEZ
GOVERNOR

March 28, 1990

Honorable Charles E. Bennett
2107 Rayburn House Office Building
Washington, D.C. 20515

Dear ~~Congressman~~ Charles Bennett:

I am writing to encourage your support for the State of Florida's efforts to restore the Kissimmee River. This project, which is detailed in the enclosed material, has recently been endorsed by the South Florida Water Management District as local project sponsor and is a critical component of Florida's ongoing efforts to protect and restore the Kissimmee-Lake Okeechobee-Everglades System. The plan for restoring the water quality and wildlife habitat values of the Kissimmee River also enjoys the broad support of the Florida Cabinet, state and national conservation organizations and my Administration.

I am also enclosing for your information a copy of my recent letter to Assistant Army Secretary Page in which I request his support for our Kissimmee River restoration efforts.

Congressmen Bill Lehman and Bill Grant have also expressed their strong support for the Kissimmee River Restoration project and are working with the Corps of Engineers, the House Water Resources Subcommittee, and the House Appropriations Subcommittee on Energy and Water Development to help forge a strong federal partnership with the State of Florida on this project. I would deeply appreciate your personal support for their efforts to ensure that the Kissimmee River Restoration project can move forward in an expeditious fashion.

Sincerely,

Bob

Governor

enclosures

STATE OF FLORIDA

Office of the Governor

THE CAPITOL
TALLAHASSEE, FLORIDA 32399-0001

BOB MARTINEZ
GOVERNOR

March 28, 1990

Honorable Robert W. Page
Assistant Secretary for Civil Works
Department of the Army
The Pentagon
Washington, D.C. 20310-0103

Dear Mr. Secretary:

For several years the Corps of Engineers and the State of Florida have studied the Kissimmee River in light of restoring its natural values. Following a Corps feasibility study completed in 1985, the South Florida Water Management District (SFWMD), local project sponsor, undertook further detailed restoration studies. These studies included a five year, full-scale field demonstration project, a three year modeling research contract with the University of California at Berkley, and an alternative plan evaluation and preliminary design study. These efforts were recently completed, and we have decided on a plan of action.

On January 18, I endorsed the "Level II Backfilling Plan" as the restoration approach for the Kissimmee River, and the SFWMD formally adopted the plan. This plan calls for the backfilling of 25 to 30 miles of the canal. It is the only plan that will restore a functional, riverine, floodplain ecosystem with nearly the same biological characteristics as the preproject system.

In the first segment of construction, Part I: River Restoration, canal spoil will be used to backfill 3-5 miles of Pool C in the central reach of Canal-38 in order to restore more natural river-floodplain hydraulics. Operational changes will be incorporated in the upper basin chain of lakes to restore more natural flow conditions. The SFWMD estimates the cost of Part I at $19 million. It would be very beneficial for the Corps to allocate to Part I construction $6.3 million in current funds appropriated under Section 1135 of the Water Resource Development Act.

The South Florida Water Management District will forward their Alternative Plan Evaluation and Preliminary Design Report to the Corps' Jacksonville District by April 1. This report will detail the findings of studies and examine various options for restoration. The Level II Backfilling Plan is documented in the report.

I am very appreciative of the continuing cooperation and encouragement of Colonel Malson and his staff. I am also pleased to hear the results of the March 12 meeting of Congressman Lehman, Mr. Dan Mauldin and others regarding the Corps' commitment to expeditious review of the restoration plan and to advise Congressman Lehman of any specific statutory changes necessary to ensure that this restoration plan can proceed. I have asked the South Florida Water Management District to lend all appropriate assistance to the Corps' Jacksonville District in developing any needed statutory changes.

Restoration of the Kissimmee River will be an unprecedented and arduous job. It offers an excellent new opportunity for the State of Florida and the Corps to jointly work for the benefit of the public and the environment.

I would deeply appreciate your personal support and assistance in both Phase I and subsequent phases of this long-term endeavor.

Sincerely

Bob Martinez

Governor

cc: Honorable Bill Lehman
LTG Henry J. Hatch, Chief of Engineers
MG Patrick J. Kelly, Director, Civil Works
MG Robert W. Bunker, Division Engineer, S. Atlantic Division
COL Bruce A. Malson, District Engineer, Jacksonville District
Mr. John Wodraska, Executive District, SFWMD

WEDNESDAY, MARCH 28, 1990.

UPPER MISSISSIPPI RIVER ENVIRONMENTAL MANAGEMENT PROGRAM

WITNESSES

HON. STEVE GUNDERSON, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF WISCONSIN

DON VONNAHME, CHAIRMAN, UPPER MISSISSIPPI RIVER BASIN ASSOCIATION, STATE OF ILLINOIS

HOLLY STOERKER, ASSOCIATE EXECUTIVE DIRECTOR, UPPER MISSISSIPPI RIVER BASIN ASSOCIATION, STATE OF ILLINOIS

WILLIAM HOWE, CHAIRMAN, MINNESOTA-WISCONSIN BOUNDARY AREA COMMISSION

JAMES HARRISON, COMMISSION EXECUTIVE DIRECTOR, MINNESOTA-WISCONSIN BOUNDARY ASSOCIATION

Mr. BEVILL. We have our friend and colleague Congressman Steve Gunderson here.

The Chair recognizes you. You may proceed as you wish.

Your prepared statement will be made part of the record without objection.

Mr. GUNDERSON. Thank you very much, Mr. Chairman.

As you notice, I have a number of people who are sharing my time allotment with them. We will try to be sensitive to your time. If we get close to that, let me know and we will try to be very brief.

Mr. Myers knows, we have been back here before. I want to begin by simply saying thank you to the two of you for the assistance and leadership you two have given us in this particular year.

You are the stalwarts in the Legislative Executive Branch. I mean that very seriously.

Second, I want to verbally extend the written invitation I have given you both to come and enjoy one wonderful day along the Mississippi River to see what we are doing.

Mr. Myers says when he gets done with all his trouble, he would like to come. We would like to have you.

Mr. BEVILL. You better be careful, because we might take you up on that.

Mr. GUNDERSON. We will give you a great day of duck hunting or whatever it is you want out there. You would learn a lot.

Mr. BEVILL. You have two five-minute groups. Actually you have 10 minutes.

Mr. GUNDERSON. I appreciate that, Mr. Chairman.

You have given me the right to put my statement in the record. I want to summarize. It is no secret to either of you that we are here on behalf of the environmental management program in the Upper Mississippi River. This is a result of legislation passed in the 1986 Water Resources Act which called for a funding balance.

The problem we have is that this so-called balance between navigation and the environmental protection, and I am here on behalf of both aspects, is in serious jeopardy.

The President's budget proposes 75 million for the Melvin Price Locks and Dam 26. We support that dam, but we insist that there be a balance with the environmental protection program which under the President's budget received only $14.8 million.

The problem with this is it is a result of the 1986 legislation. We are at a funding scenario where the second lock and dam is proceeding fully on schedule while the environmental program has fallen $28 million behind.

As we try to keep both sides supportive of this balance back home, we are having problems.

The environmental management program is attracting national and international attention. The Bureau of Reclamation and numerous managers from other river systems domestically and internationally are visiting this particular river.

General Patin in testimony before you in February indicated EMP is being considered as a model for future projects around the nation.

I have to tell you, the best I can tell in my detection is that the Office of Management and Budget simply accepted what the Federal Army Corps of Engineers submitted in their budget. I talked with the Office of Management and Budget. I say as we try to restore this balance, would you have any objection to that? They say no.

They gave, in essence, the Corps a bottom line and say you have discretion within that bottom line. I know there is support working its way up through the Corps as well for this particular proposal.

Probably we are dealing with any oversight more than any kind of a policy difference between me and the Corps of Engineers on this particular proposal.

That in summary explains to you exactly where we are coming from. We are asking that we restore that balance simply by going to the full authorized level of $19.4 for dollar balance here. We are talking about a program balance. Clearly the construction schedule can still be achieved. Within that we can meet the environmental side. We don't think anybody would be upset with that overall proposal.

Let me turn now to the Chairman of the Upper Mississippi Basin Association, Mr. Don Vonnahme.

[The statement of Hon. Steve Gunderson follows:]

STATEMENT OF THE HONORABLE STEVE GUNDERSON

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
FY 1991 ENERGY AND WATER APPROPRIATION BILL
UPPER MISSISSIPPI RIVER SYSTEM ENVIRONMENTAL MANAGEMENT PROGRAM
MARCH 28, 1990

REQUEST SUMMARY

PROJECT:	: Section 1103 of Public Law 99-662 Upper Mississippi River System Environmental Management Program
FY 1991 AUTHORIZATION	: $19.46 million
ADMINISTRATION REQUEST	: $14.9 million
RECOMMENDED APPROPRIATION	: $19.46 million

Mr. Chairman, Mr. Vice Chairman, distinguished members of the Subcommittee on Energy and Water Development, thank you for this opportunity to testify today on the fiscal year 1991 budget for the Upper Mississippi River System Environmental Management Program (EMP). It is always a pleasure to testify before this Subcommittee. I have recently extended invitations for you both to visit the river, I again extend that invitation. I believe you would benefit greatly by seeing this unique program in action.

Since my election to Congress in 1981, I have been involved in fashioning a balanced, multi-purpose Upper Mississippi River Management Plan. In 1986, with the passage of the Water Resources Development Act, the authorization phase of this unique program was realized. The focus is now on appropriations, where I continue to press for adequate funding, and to see that a funding balance is maintained between the EMP and navigation expansion on the River.

However, that balance is in serious jeopardy! The President's budget proposes $75 million for the second lock at Melvin Price Locks and Dam (Lock and Dam 26), while the Environmental Management Program receives only $14.9 million -- no increase over last year. This is not "equal fiscal footing" as recommended by Congress in the report language of the FY 1985 Appropriations Act (PL 99-88).

I recently reviewed authorizing legislation for EMP. While I am immensely proud of what we have accomplished on the Upper Mississippi and Illinois Rivers, the current program is only a hollow shell of the program I originally envisioned. Why? Because of a lack of funding!

The second lock has proceeded on schedule while EMP has fallen $28 million behind. In fact, the second lock will receive more funding in 1991 than the EMP has received in its entire 3 1/2 years. EMP was designed to address and seek solutions

to the environmental ills confronting 1,280 miles of the river system. While this is a difficult task, it is impossible if the program is not fully funded. Many habitat projects have already been delayed by a lack of funding and the Resource Monitoring plan is far behind schedule.

The EMP is a product of hard fought compromises between navigation and environmental interests over the effects of expanded navigation caused by building Lock and Dam 26. We all envisioned EMP as a tool to determine the impacts of navigation and a method to find ways to solve any impacts so that orderly economic development of the river system could proceed. Without the EMP future navigation expansion will proceed only with great difficulty.

EMP, I'm proud to say, is attracting both national and international attention. It is becoming increasingly recognized as a partnership and an approach that works. The Bureau of Reclamation, the Tennessee Valley Authority and managers from many other river systems have visited and are very enthusiastic about the EMP and its application elsewhere. Additionally, Russian scientists recently toured EMP projects and they are returning in August to learn more about the program.

General Patin of the U.S. Army Corps of Engineers, who testified before you on February 26, 1990, said, "EMP is being considered a model for future efforts around the nation and we (The Corps) are proud to be part of this unique initiative." The Corps has recently realized the tremendous conflict avoiding potential of the EMP. Upper-level Corps administrators are publicly expressing a "can do attitude" brought about by their acceptance of EMP. In fact, the Corps is initiating a similar program on the Great Lakes.

President Bush's budget proposal on National Resources and Environment states that funds will be used to: ". . . redress the history of environmental neglect at Federal facilities around the country; to expand understanding of environmental processes and possible response strategies." The President's budget message might well have been written for the Environmental Management Program.

In PL 99-662 Congress declared the Upper Mississippi River System as both "a nationally significant ecosystem and a nationally significant navigation system." In authorizing the EMP, Congress set a new standard for large river management. EMP and its concepts are endorsed by nationally and internationally recognized scientists and managers as a model for large river resource management, making it truly a "WORLD CLASS" event. EMP is non-confrontational and offers a politically acceptable method for achieving environmental harmony

while providing for economic growth. The five Upper Mississippi river states have spent millions of their dollars on the EMP assisting the federal government in protecting and rehabilitating this magnificent resource.

Now it is time for Congress to follow through with the commitment made in PL 99-662 by putting some meat on the hollow shelled Environmental Management Program. EMP has only a ten year life span and each passing year without full funding reduces our chances to understand the system and solve its problems.

I am asking that you fully fund EMP by increasing the budgeted amount ($14.9 million) to the authorized level of $19.46 million. Furthermore, I recommend that this be achieved by reducing the $75 million second lock appropriation by $4.56 million.

I also ask the Committee to request the Corps of Engineers to seek funds within their existing budgets over the next 4-5 years to make up at least part of the $28 million shortfall so EMP can accomplish its original goals. In addition, the Corps should be advised that proposals for less than full funding in future years will not be acceptable to your Committee.

The Upper Mississippi River System is a valuable resource to the entire nation. The carefully crafted Environmental Management Program was designed to protect this resource and allow for orderly economic development. This Committee cannot let this unique compromise slip away for lack of funding. You must take a strong leadership role and share in the vision that EMP holds for our nation's natural resources.

EMP paved the way for achieving harmony between navigation and environmental interests. In the past, navigation system development has been filled with continual conflict. We can all remember the lawsuits of the 1970's and 80's over Lock and Dam 26. EMP has brought about a new era and the EMP concept is being exported around the nation and perhaps the world. EMP is not only a program, it is an attitude. Yes, we can find ways to understand and solve each others' problems. This attitude comes about because of the shared-ownership that EMP fosters. The states are clearly recognized in the EMP legislation and they are committing millions of their dollars to assist EMP efforts. Both navigational and environmental interests support EMP as a new way to solve problems.

The Corps of Engineers has long been recognized as navigation system construction experts. Because of EMP they are now gaining approval from the environmental community as well. All of this has come about because of the shared-ownership attitude that is EMP.

During the last two weeks I have been circulating a "Dear Colleague" letter among Members of the five Upper River states. Over thirty Members have signed requesting your Committee fully fund the EMP. I will be placing this letter in the record at a later time.

I invite you to join this exciting partnership by fully funding the Environmental Management Program and accepting my invitation to visit the Upper Mississippi River.

Thank you for this opportunity to testify before your panel on the Upper Mississippi River System Environmental Management Program budget for fiscal year 1991.

# # #

Mr. VONNAHME. I would like to talk about what is not going to happen if the funding shortfall begins to happen. The five states, Illinois, Iowa, Wisconsin, Missouri and Minnesota in the association were sworn by the governors to ensure the plan was developed and implemented here.

With this continuing funding shortfall we have been having, the two primary elements of the EMP habitat rehabilitation projects and long source monitoring are falling far behind. The program as formulated by the five states and two federal agencies, primarily the Corps of Engineers and U.S. Fish and Wildlife, identified 50 habitat rehabilitation projects to be done in the five-state area.

We are four years into the 10 year program. Of those 50 something projects, only five have been completed and four are currently under construction.

As the Corps looked at this $4.5 billion cut that they have, seven construction projects that were due to go this year are now to be delayed. Another three that are in advanced design are going to be delayed also. That is going to slip.

We are all quite concerned that under the current authority with only 10 years in the program, if the funding shortfalls continue to happen, we will not do anywhere near what we thought we were going to do on habitat rehabilitation projects.

The thrust of that particular program was to monitor eight very key physical, biological and chemical parameters of the river system in the five-state area to see what was the health of the river system now and then to try and determine what good or bad impacts those recreation habitat projects had on the river system in the five states. It is very important to get some long term base data going.

We are four years into the 10 year project, and we have only been able to take data on three of the eight.

The problem is if this continues we are not going to be reliable to test the impacts of the construction we are doing, nor are river managers not only in our area, but in the rest of the United States, the country and the nation, the world even because we do have international representatives on the advisory committee also are not going to be able to get enough trend information to tell whether we have made differences or not. Again, it is all tied to dollars.

One other thing we call your attention to is in the original 1986 act that authorized the EMP there was $5 million authorized for recreation projects, a total of five through the five state area. As of today there still have been no dollars allocated to this purpose. The Corps advises us it is a matter of national policy.

However, the states are all willing to cost share 50–50, just as the 1986 act says, but there are no dollars being allocated for this purpose. Part of our testimony will be suggested language for your committee to deal with this and prod the Corps of Engineers along to take this seriously.

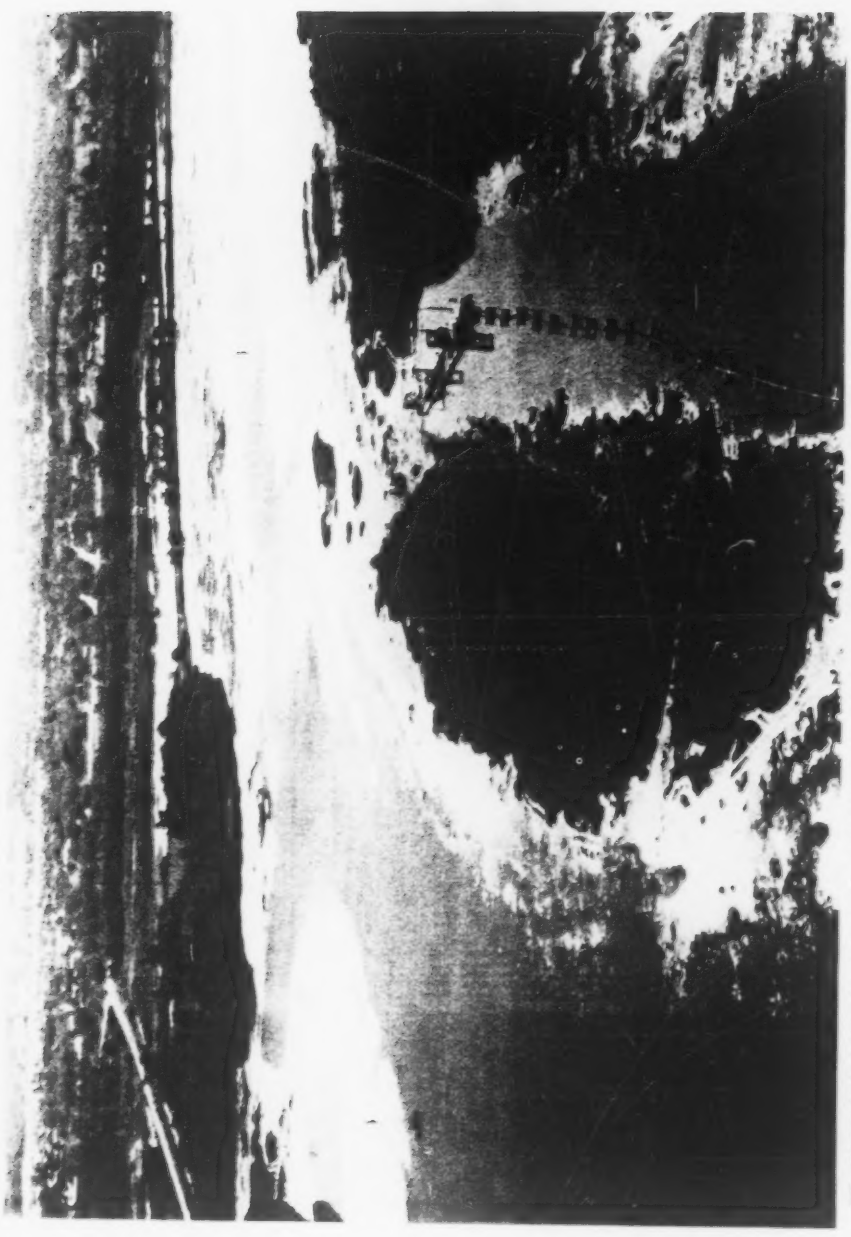
I want to stress it is a true collaborative effort. Two federal agencies, five states, and you will be hearing from a boundary commission, Minnesota-Wisconsin Boundary Commission attesting to the overall importance of the program.

I would close by saying that the governors of the five states recognize the national deficit problems that we are having. They defi-

nitely feel that this $4.5 million can be found within the Corps of Engineers existing civil works budget. We have great faith in the Chief of Engineers that he could probably do in-house adjusting and take care of this deficiency.

Thank you.

[The statement of Mr. Vonnahme information follows:]



4 LAKE ONALASKA (WISCONSIN): COMBINATION FISH-WATERFOWL-BOATING-HIGHWAY EMP PROJECT IS COMPLETED
The unique Lake Onalaska EMP habitat rehabilitation/highway construction project, in Pool 7 above La Crosse, was completed in 1989. Shown in plan form in the 1989 EMP Photo Essay, this backwater dredging operation to improve 60 acres for fish habitat and small boat use delivered fill material to a major upland highway project site and to three artificial islands (panel 5).

Upper
Mississippi River
Basin Association

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TESTIMONY
OF
THE UPPER MISSISSIPPI RIVER BASIN ASSOCIATION

Before the
Subcommittee on Energy and Water Development
House Appropriations Committee
March 28, 1990

Hearings on
FY 1991 Appropriations for the
U.S. Army Corps of Engineers
(Upper Mississippi River System Environmental Management Program)

Presented by
Donald R. Vonnahme
Chairman, Upper Mississippi River Basin Association
and
Director, Illinois Division of Water Resources

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Statement of the
Upper Mississippi River Basin Association
on FY 1991 Energy and Water Development Appropriations

March 28, 1990

PROJECT: Upper Mississippi River System Environmental Management Program, IL, IA, MO, MN, WI

PRESIDENT'S REQUEST: $14.90 million

AUTHORIZATION: $19.455 million

PROPOSED APPROPRIATION: $19.455 million

Section 1103 of the Water Resources Development Act of 1986 authorized the Environmental Management Program (EMP) for the Upper Mississippi River System for a period of ten years. Fiscal year 1991 will mark the fourth year of this unique and precedent-setting program. Despite the fact that the EMP has been heralded as a prototype for environmental restoration efforts across the country, the program is endangered by funding shortfalls. In the first three years of the program (FY 1988 - 1990), funding levels have fallen short of authorized amounts by nearly $28 million. The President's FY 1991 budget proposes $14.9 million, roughly equivalent to last year's appropriation and still 24 percent short of authorized funding. This disturbing trend must be reversed.

The Upper Mississippi River Basin Association, established by the states of Illinois, Iowa, Minnesota, Missouri, and Wisconsin, serves as the primary regional forum for the implementation of the EMP. In this capacity, we have appeared before this subcommittee for the past four years to promote this collaborative venture. We are again pleased to offer the states' recommendations. This year we must advise Congress that this program will fall short of its original goals unless the history of funding shortfalls is reversed.

Although the Environmental Management Program includes a number of interrelated components, the major emphasis of the program is a) construction of projects to rehabilitate and enhance backwater and wetland habitats and b) the establishment of a long-term resource monitoring program.

The habitat projects are designed to restore or protect areas which are being adversely affected by sedimentation from upland erosion or by the use and operation of the system for navigation purposes. Each of the projects (ranging in cost from about $200,000 to $6 million) employ different types of techniques including such things as dredging to remove sediment, dike or levee construction, island creation, water control systems, or side channel closures or openings. There are currently over 50 different habitat projects which have been identified for remedial work under this program.

The long term resource monitoring program is the first program ever to monitor and analyze long term trends for the entire upper river system. Physical, chemical, and biological parameters are being monitored at a series of field stations along the river. A centralized facility near La Crosse, Wisconsin collects, stores, and analyzes this information so that all resource managers will have access to comprehensive scientific information. This data will

be used to evaluate the effectiveness of habitat rehabilitation projects and to generally track the environmental health of the system. In addition, field and laboratory studies are being conducted of specific resource problems such as the extent and impacts of sedimentation, water level fluctuations and management options, and the impacts of navigation.

The Upper Mississippi River Basin Association supports appropriation of the full authorized amount of $19.455 million in FY 1991 for the Environmental Management Program. The President's FY 1991 budget request falls short of the authorized level by over $4.5 million. As the EMP enters its fourth year of a ten-year authorization, it is time to launch this program to its full capacity to meet both public expectations and the original vision of Congress. The effects of funding shortfalls are becoming increasingly evident:

1) Over 50 habitat rehabilitation projects have been identified for inclusion in this program. To date five have been completed and construction contracts have been awarded for another four. Every year that funding falls short of authorized levels, more projects are delayed. For example, when Corps of Engineers programming documents were revised to reflect FY 1991 funding of $14.9 million rather than the fully authorized amount of $19.45 million, the construction of seven habitat projects was delayed, in some cases by as much as one year. Design work on another three projects was delayed. Such delays will result in significantly fewer projects completed over the course of the ten years. The Association does not believe this modest effort is what Congress envisioned when the program was authorized in 1986. It surely is not adequate to meet the challenge of environmental degradation that currently threatens the diversity and viability of valuable river habitats.

2) Funding shortfalls in the long-term resource monitoring component of the EMP have a particularly troublesome effect. The ability of the program to produce timely, useful, and credible scientific information is a function of both how many parameters can be monitored and how many years of consecutive data can be compiled. The program was designed to identify trends over time (10 year minimum) for eight different resource variables. Limited funds have meant that there are currently only three components being monitored (water and sediments, vegetation, and fisheries). Perhaps even more troublesome is the fact that valuable years of data collection are being lost as we enter the fourth year of the program still constrained by funds that are inadequate to monitor this dynamic ecosystem.

3) Funding shortfalls have also been felt in what is called the "problem analysis" component of the program. Problem analysis is distinct from trend analysis in that it involves field and laboratory studies that address specific known resource problems such as the extent and impacts of sedimentation, water level fluctuations and management options, and the impacts of navigation. When the work program was adjusted for FY 1991 to reflect a $14.9 million total program rather than the fully authorized amount, these studies had to be cut back by 57 percent. These cutbacks again translate into increased delays in our ability to reach an understanding of the complex interrelationships of a multi-purpose river system. The absence of this type of data and analysis in the past precipitated contentious battles over river development which were, in large part, the impetus for the EMP. We cannot afford to enter the next century without the strong scientific data necessary to make sound management decisions.

In addition to these concerns, the states believe that it is important that the recreation projects authorized as part of the Environmental Management Program be initiated. To date, none of the funds appropriated for the Environmental Management Program have been devoted to recreational development because the Corps of Engineers has indicated that as a matter of national policy, it does not intend to pursue any recreation projects, even if they are cost-shared. This policy appears to be inconsistent with President Bush's interest in

recreation and is clearly inconsistent with the multi-purpose management philosophy approved by Congress as a guide for future water policy on the Upper Mississippi River System.

A clear expression of Congressional intent will help insure that the recreational component of this multi-purpose program is preserved. In addition to providing funds for recreational development within the appropriations for the UMRS Environmental Management Program, it will be necessary for Congress to direct that a portion of those funds be expended on recreational development. The Upper Mississippi River Basin Association believes that statutory guidance is the only avenue available to redirect current policy with regard to recreational development. It is therefore the Association's recommendation that the FY 1991 Energy and Water Development Appropriations Bill include language as follows:

> "Within these funds, the Secretary of the Army is directed to initiate the design and construction of cost-shared recreation projects as part of the UMRS Environmental Management Program.

It is important to note that the UMRS Environmental Management Program is truly a collaborative effort. The Corps of Engineers, U.S. Fish and Wildlife Service, and the five basin states have all worked diligently to make this partnership a strong and viable one. Significant state resources have been devoted to the design and monitoring of habitat projects and in many instances, to the shared costs of construction and the full operation and maintenance of the projects once they are completed. We believe that these financial contributions are indicative of the high level of interest and support among the states for this unique regional program.

While the Upper Mississippi River Basin Association is requesting that an additional $4.5 million be appropriated for the EMP in FY 1991, the Governors of the five states which participate in this partnership program are keenly sensitive to the need for fiscal restraint to control the federal deficit. We are therefore requesting that an increase in funding for the UMRS Environmental Management Program be accommodated within the total civil works budget for the Corps of Engineers. However, the State of Missouri supports the President's FY 1991 budget request and is seeking fully authorized funding in future budget cycles.

As the Environmental Management Program matures, the effects of funding shortfalls in the early years of the program are becoming increasingly clear. However, all those involved in the EMP are extremely enthusiastic about its potential and dedicated to its success. It is a program that for the past three years has been an integral part of the Corps of Engineers growing environmental stewardship. This year's Corps budget highlights the agency's environmental restoration initiatives. We agree with Chief of Engineers Lt. General Henry Hatch when he laid out the Corps' new environmental policy this February by saying it is increasingly clear that the nation's security "relies on a healthy natural resource base" and that "an environmental ethic must be an integral part of how we conduct our business." The EMP is part of this environmental ethic. In addition it complements the Administration's commitment to wetlands protection and restoration. The Upper Mississippi River Basin Association believes that the Environmental Management Program is an integral part of this country's environmental program, a wise investment, and an investment which we urge be made.

Mr. HOWE. I am William Howe, from Wisconsin and Chairman of the Minnesota-Wisconsin Boundary Area Commission. Our commissioners, who are citizens like myself, were appointed by our governors and are obliged to make the strongest possible case for the management and achievement of the goals and to balance government policies.

We have policies in federal and state laws. We have the cooperative management teams and techniques.

We do not have balanced funding for all of public interests. Our full statement, which we hope you will read carefully, notes that this subcommittee took the first step towards the balanced Upper Mississippi strategy by adding a million dollars to the Corps budget in 1974, for the Great River Study.

We were here then, and we are back now, 16 years later, to urge you to again be out front on this balanced approach by fully funding the EMP.

True, the program is lagging behind due to inadequate funding, but we want to make the case that the investments that have already been made are really paying off. We again report to you through our EMP photo essay on the significant results of work completed, and new scientific tools for future decisionmaking.

Briefly, the photos show three completed habitat rehabilitation projects to highlight the largest program element of the EMP. Remember, we are also benefiting national wildlife refuges in the EMP. Here is a graphic proof of success, including the award-winning Weaver Bottoms Project in Minnesota, the Lake Onalaska Project in Wisconsin, and the Brown's Lake Project in Iowa.

We also present the vital work of the Fish and Wildlife Service which, by law, is using EMP funds to serve all river managers and communities through the other major EMP element, the long-term resource monitoring program.

You will see State of Illinois personnel representing the state-operated, six-station field monitoring network throughout the five-state region.

Finally, we are pleased to include a recent portrait of the newly-operational Melvin Price Locks and Dam in the Missouri-Illinois area, where second lock construction is proceeding on schedule. We urge you to also get the EMP fully-funded to catch up on its schedul

We want to thank you. The ability for the public has been there through the years, it has been the public's interest through the master plan through where we are today. The public is in there twisting arms and making new ideas and providing the approaches for the management of this great resources. They are here to protect, not to damage the Mississippi.

[The statement of Mr. Howe follows:]

MINNESOTA-WISCONSIN BOUNDARY AREA COMMISSION
619 SECOND STREET, HUDSON, WISCONSIN 54016-1576
Serving Our Sponsor States on the St. Croix and Mississippi Rivers since 1965
Office Hours: 8 A.M. - 5 P.M. Monday-Friday
Minnesota Telephone (612) 436-7131
Wisconsin Telephone (715) 386-9444

SUMMARY STATEMENT FOR MARCH 28, 1990 EMP APPROPRIATIONS HEARING:
CHAIRMAN BILL HOWE - WASHINGTON, D. C.

THANK YOU...I AM BILL HOWE, CHAIRMAN OF THE MINNESOTA-WISCONSIN BOUNDARY AREA COMMISSION.

I HAVE BEEN IN SOME CAPACITY OF PUBLIC REPRESENTATION ON UPPER MISSISSIPPI RIVER ISSUES FOR NEARLY 50 YEARS. OUR COMMISSIONERS, WHO ARE CITIZENS LIKE MYSELF APPOINTED BY OUR GOVERNORS, ARE OBLIGED TO MAKE THE STRONGEST POSSIBLE CASE FOR ACHIEVEMENT OF THE STATED GOALS OF BALANCED GOVERNMENT POLICIES, MANAGEMENT APPROACHES, AND FUNDING FOR THIS MULTI-PURPOSE RIVER. WE HAVE POLICIES IN FEDERAL AND STATE LAWS; WE HAVE THE COOPERATIVE MANAGEMENT TEAMS AND TECHNIQUES; WE DO NOT HAVE BALANCED FUNDING FOR ALL THE PUBLIC INTERESTS.

OUR FULL STATEMENT, WHICH WE HOPE YOU WILL READ CAREFULLY, NOTES THAT THIS SUBCOMMITTEE TOOK THE FIRST STEP TOWARD THE BALANCED UPPER MISSISSIPPI STRATEGY BY ADDING A MILLION DOLLARS TO THE CORPS BUDGET IN 1974 FOR THE GREAT RIVER STUDY. WE WERE HERE THEN, AND WE ARE BACK NOW, 16 YEARS LATER, TO URGE YOU TO AGAIN BE OUT FRONT ON THIS BALANCED APPROACH BY FULLY FUNDING THE EMP.

TRUE, THE PROGRAM IS LAGGING BEHIND DUE TO INADEQUATE FUNDING, BUT WE WANT TO MAKE THE CASE THAT THE INVESTMENTS THAT HAVE ALREADY BEEN MADE ARE REALLY PAYING OFF. WE AGAIN REPORT TO YOU THROUGH OUR EMP PHOTO ESSAY ON THE SIGNIFICANT RESULTS OF WORK COMPLETED, AND NEW SCIENTIFIC TOOLS FOR FUTURE DECISION-MAKING.

BRIEFLY, THE PHOTOS SHOW THREE COMPLETED HABITAT REHABILITATION PROJECTS TO HIGHLIGHT THE LARGEST PROGRAM ELEMENT OF THE EMP. REMEMBER, WE ARE ALSO BENEFITTING NATIONAL WILDLIFE REFUGES IN THE EMP. HERE IS GRAPHIC PROOF OF SUCCESS, INCLUDING THE AWARD-WINNING WEAVER BOTTOMS PROJECT IN MINNESOTA, THE LAKE ONALASKA PROJECT IN WISCONSIN (WHICH WE SHOWED YOU BEFORE-THE-FACT LAST YEAR), AND THE BROWN'S LAKE PROJECT IN IOWA.

WE ALSO PRESENT THE VITAL WORK OF THE FISH & WILDLIFE SERVICE WHICH, BY LAW, IS USING EMP FUNDS TO SERVE ALL RIVER MANAGERS AND COMMUNITIES THROUGH THE OTHER MAJOR EMP ELEMENT, THE LONG-TERM RESOURCE MONITORING PROGRAM. WE JUST TOURED THEIR RIVER TECHNICAL CENTER LAST WEEK.

YOU WILL SEE STATE OF ILLINOIS PERSONNEL REPRESENTING THE STATE-OPERATED, SIX-STATION FIELD MONITORING NETWORK THROUGHOUT THE FIVE-STATE REGION.

FINALLY, WE ARE PLEASED TO INCLUDE A RECENT PORTRAIT OF THE NEWLY-OPERATIONAL MELVIN PRICE LOCKS & DAM IN THE MISSOURI-ILLINOIS AREA, WHERE SECOND LOCK CONSTRUCTION IS PROCEEDING ON SCHEDULE. WE URGE YOU TO ALSO GET THE EMP FULLY-FUNDED TO CATCH UP ON ITS SCHEDULE.

THE MULTIPLE PUBLIC INTERESTS HAVE BEEN ADDRESSED IN POLICY AND PRACTICE, BUT NOT WELL ENOUGH IN FUNDING. THE PUBLIC WAS WAY OUT FRONT ON ALL THESE ISSUES FOR DECADES AND WAS VERY INSTRUMENTAL IN BRINGING CONCEPTS AND PROJECTS TO THE TABLE IN THE MASTER PLAN PROCESS. THIS INFORMED PUBLIC IS WAITING FOR THE GOVERNMENT TO CATCH UP, TO FOLLOW THROUGH ON PROMISES MADE AND TO EXTEND THIS ALREADY PROVEN EMP PROGRAM TO ITS FULLEST

PLEASE TAKE TIME TO STUDY THE EXHIBIT MORE CLOESLY. BETTER YET, COME OUT AND SEE FIRST-HAND HOW VALUABLE AND CREATIVE THIS WORK IS, AND HEAR HOW PEOPLE FEEL ABOUT THE WISDOM OF THIS EMP INVESTMENT.

OUR STATEMENT CONCLUDES WITH FOUR POINTS: (1) PROVEN SUCCES OF EMP WORK; (2) UNMET GOALS IF FULL FUNDING IS NOT PROVIDED, LEAVING CONGRESS TO GUESS WHAT TO DO NEXT; (3) LACK OF SUPPORT FOR DATA NEEDED TO EXAMINE NAVIGATION NEEDS; AND (4) USE OF THE EMP MODEL FOR OTHER AREAS REQUIRES FULL FUNDING AND QUALIFICATION FIRST.

THE ONLY SENSIBLE CONCLUSION WE CAN MAKE, MR. CHAIRMAN, IS THIS: WITH FULL FUNDING, THE EMP WILL REVOLUTIONIZE THE RIVER AND MEET THE PUBLIC NEEDS: WITHOUT FULL FUNDING, IT WILL FALL FAR SHORT OF PUBLIC EXPECTATIONS AND POLICIES AND HAMPER NEW DEVELOPMENT.

PLEASE GIVE FULL FUNDING TO THE EMP IN 1991. WE THANK YOU FOR ALL YOU HAVE DONE OVER THE YEARS AND FOR HEARING OUR VIEWS AGAIN.

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STATEMENT OF THE MINNESOTA-WISCONSIN BOUNDARY AREA COMMISSION RECOMMPNDING ADDITIONAL APPROPRIATIONS FOR THE UPPER MISSISSIPPI RIVER ENVIRONMENTAL MANAGEMENT PROGRAM UNDER CORPS OF ENGINEERS CONSTRUCTION-GENERAL BUDGET FOR FY 1991

Presented to the Subcommittee on Energy and Water Development of the Appropriations Committee, U. S. House of Representatives Washington, D. C. - March 28, 1990

Mr. Chairman and Members of the Subcommittee:

The Minnesota-Wisconsin Boundary Area Commission is pleased to again present its recommendations to this subcommittee on the Corps of Engineers budget concerning national policies and investments for management of the multi-purpose Upper Mississippi River System.

When the Commission first appeared before this key subcommittee in 1974, the seeds were just being sown for what has become perhaps the best example of cooperative, federal-state management of a major water resource in this Nation. This subcommittee had the foresight to recommend an appropriation of $1 million for FY 1975 to initiate the "GREAT River Study" on the Upper Mississippi River System.

Our testimony at that time was that the Congress has made a unique designation of the Upper Mississippi as the only inland river in the United States to serve as both a major inland waterway for commercial navigation and a vast national wildlife and fish refuge system, and that the Congress, therefore, ought to see to it that these dual mandates are carried out through innovative, multi-purpose resource management programs. This subcommittee took that first important step in 1974, and began a process which has produced a state-of-the-art intergovernmental approach to large river management that has already become a model for other areas, like the Great Lakes.

Of course, the most recent Congressional action to enhance and protect the Upper Mississippi River System for the dual national commercial and environmental purposes occurred in 1986, in Section 1103 of the Water Resources Development Act (P. L. 99-662). The Upper Mississippi River Management Act, as that section is titled, authorized the Upper Mississippi River System Environmental Management Program (EMP) with a specified ten-year authorized appropriation totalling $191 million in tandem with the completion of the major new Melvin Price Locks & Dam (formerly Locks & Dam 26) at Alton, Illinois, by construction of a 600-foot Second Lock at an estimated cost of $220 million. This was seen as a balanced approach with "equal fiscal footing," as stated in report language upon initial enactment in the FY 1985 Supplemental Appropriations Act (P. L. 99-88).

The long-sought promise of a balanced river management commitment seemed to have been confirmed by these Congressional actions. However, the annual budget proposals from the current and previous Administrations have NOT supported a balanced approach. For four consecutive years since authorization, the President's Budget has been millions of dollars short each year in recommended EMP funding, but it has been right on the money for the Second Lock construction. Once again, in FY 1991, the Administration is recommending only $14.9 million for the EMP, which is $4.56 million less than the authorized appropriation for that year. Meanwhile, the Second Lock at Alton is proceeding on schedule with full funding toward a 1992 completion and operational target. Once again, it is up to the Congress to find a way to make good on its original commitment for BOTH projects.

We are here today as a citizen Commission appointed by the Governors of Minnesota and Wisconsin, along with colleagues from our sister states in the basin, to advocate full appropriation of the $19.46 million authorized for the EMP in FY 1991. To convince the subcommittee that this action is responsible and necessary, we offer several points of reference:

1. Visible proof of the value and success of the unique EMP program, along with the obvious progress already made on the Melvin Price Locks & Dam at Alton, as depicted in our 1990 Upper Mississippi River System Photo Essay presented at this hearing;

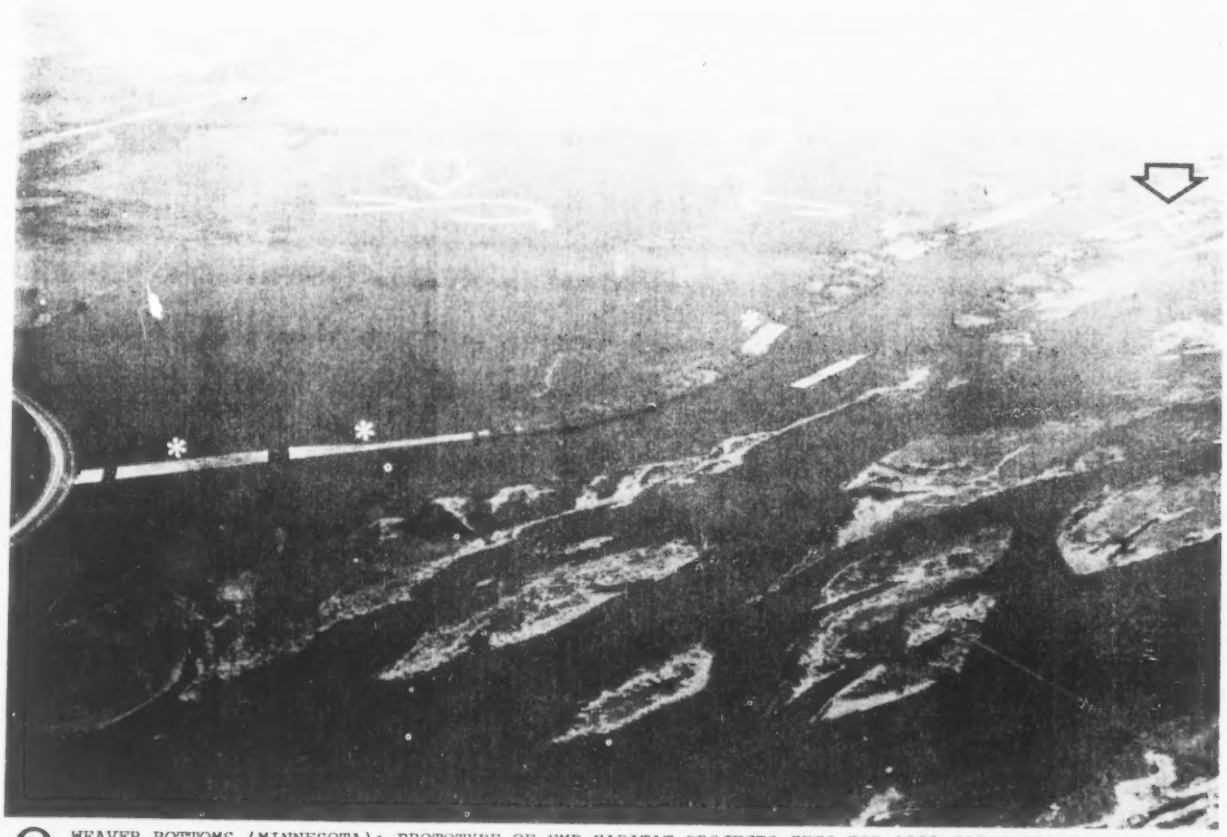
2. Without full funding at the $19.46 million level near the halfway point in the ten-year program in FY 1991 and beyond, the EMP will NOT be able to make up for the lost opportunities and produce a viable report to Congress on the results of the EMP habitat rehabilitation and long-term monitoring efforts; we have already fallen nearly $28 million behind in the first four years, and there is no way such lost funds can be recovered under the current law;

3. Notice that the Corps of Engineers, which has been a strong leader and supporter of the EMP as well as navigation improvements, is now undertaking another major evaluation of Upper Mississippi navigation project needs; soon another environmental impact review process will desparately need data that the short-funded EMP Long-term Resource Monitoring Program was designed to produce; and,

4. Even though the Upper Mississippi EMP program is not yet fully funded, the Corps of Engineers is already designing a similar program for the Great Lakes. We submit that to serve as an effective model, the EMP should be fully funded and qualified before transposing its processes and strategies to other areas.

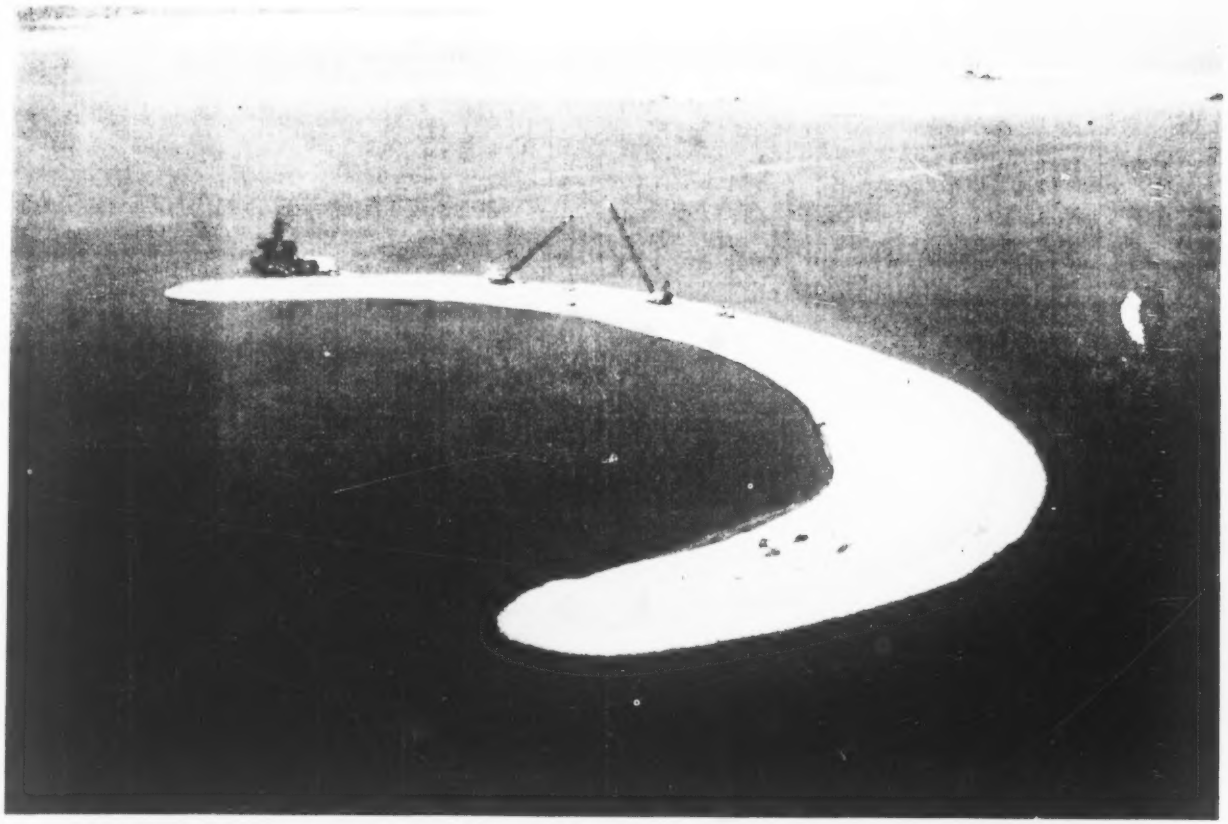
We strongly urge this subcommittee to again take bold leadership and honor the priority commitment to the balanced program established by Congress for the Upper Mississippi River System by recommending the full authorized appropriation of $19.46 million for the mandated Environmental Management Program. This is not a local project; it is clearly in the national interest. The public deserves and expects this commitment from its national government. Thank you.

Upper Mississippi River System Environmental Management Program
Habitat Enhancement Projects and Monitoring Stations
MINNESOTA
Mississippi River Bank (Various locations)
Spring Lake
North Lake
Goose Lake
Mpls
St. Paul
POOL 4 FIELD STATION (LAKE CITY)
Drury Island
Peterson Lake
Finger Lakes
Island 42
Whitewater Dike
Polander Lake
Winona
Mississippi River Bank (Various locations)
WISCONSIN
Indian Slough Backwater
Spring Lake Peninsula
Trempealeau Refuge
Long Lake
Bullet Chute
Lake Onalaska
ENVIRONMENTAL MANAGEMENT TECHNICAL CENTER- POOL 8 FIELD STATION (ONALASKA)
La Crosse
Pool 8 Islands
Blackhawk Park
Pool 9 Island Creation
Cold Springs
Bertom-McCartney Lakes
Lower Pool 11 Islands
Lansing Big Lake
Bussey Lake
Guttenberg Ponds
St.Paul District
Rock Island District
Guttenberg
Dubuque
IOWA
Pleasant Creek
BELLLEVUE FIELD STATION (BELLEVUE)
Spring Lake
Potters Marsh
ILLINOIS
Brown's Lake
Princeton
Big Timber
Lake Odessa
Quad Cities
Peoria
Andalusia Refuge
Peoria Lake
Banner Marsh
Rice Lake
Chautauqua Refuge
HAVANA FIELD STATION (HAVANA)
Keokuk
Illinois R.
Cottonwood Island
Monkey Chute
Bay Island
Clarksville Refuge
Pharrs Island
Pool 25 Islands
Sandy Chute
Pools 25 & 26 Habitat
CUIVRE ISLAND FIELD STATION (CUIVRE ISLAND)
Cuivre Island
Dresser Island
Rock Island District
St. Louis District
Gardner Island
Alton Pool Side Channels
Stump Lake
Batchtown Mgmt. Area
Swan Lake
Calhoun Point
Osborne Side Channels
Grafton
St. Louis
Dike Alteration (Various locations)
Dike Alteration (Various locations)
MISSOURI
Least Terns
CAPE GIRARDEAU FIELD STATION (CAPE GIRARDEAU)
Cairo
Ohio R.
NORTH
Produced by the U.S. Fish & Wildlife Service Region 3 - Twin Cities, MN
U.S. FISH & WILDLIFE SERVICE
0
30
60
90

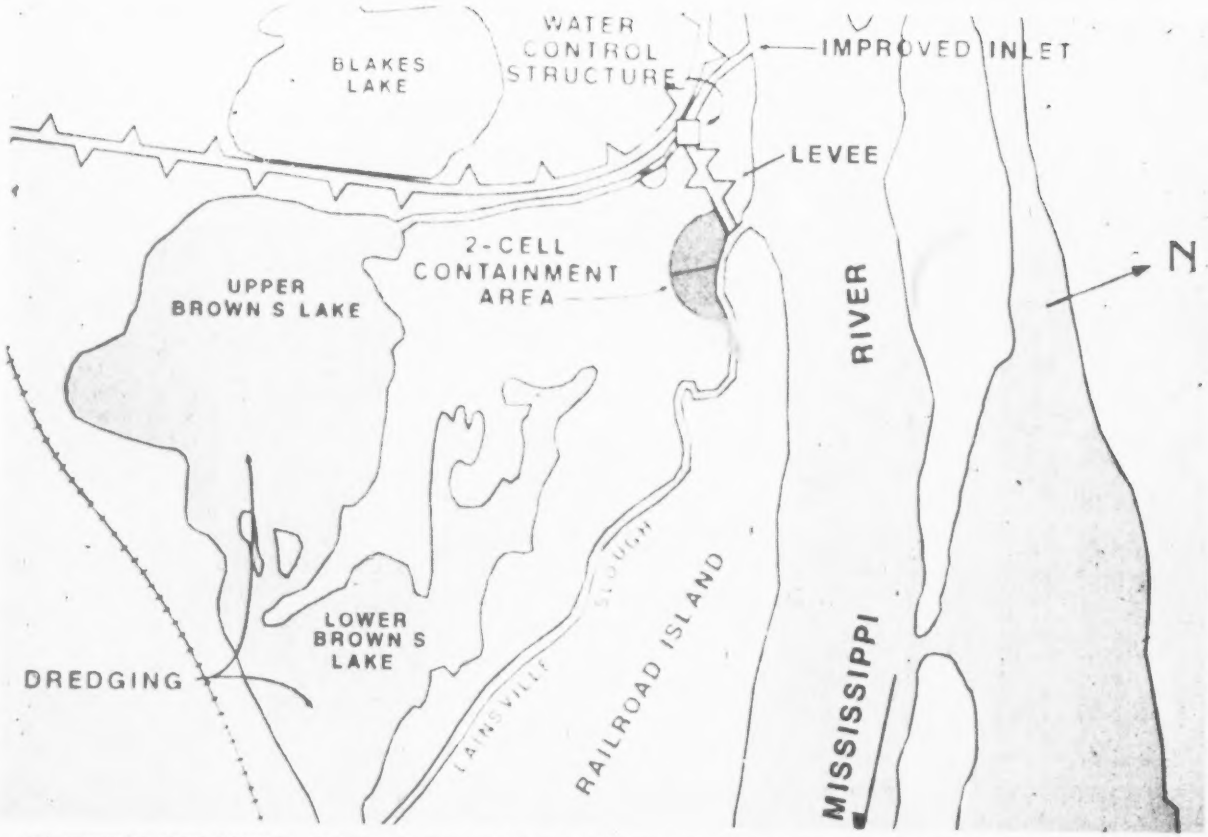


2 WEAVER BOTTOMS (MINNESOTA): PROTOTYPE OF EMP HABITAT PROJECTS GETS TOP 1989 CORPS DESIGN AWARD
Here is an outstanding example of what can be done to achieve multiple goals by improving navigation channel maintenance while enhancing critical national wildlife and fish refuge habitat. Material from Corps of Engineers 9-foot channel dredging was moved from badly-needed stockpile site (black arrow, upper right) to modify side channels (*) and build barrier islands (white arrows) to reduce turbidity from wind and waves in 4,000-acre backwater area.

3 WEAVER BOTTOMS (MINNESOTA): COOPERATIVE INTERAGENCY PLANNING AND DESIGN A HALLMARK OF EMP WORK Dredge[1] material is carefully placed (foreground) along the main navigation channel in Pool 5 from dredge inside stockpile site (upper right on opposite bank) to protect backwater habitat, preserve vegetation and allow for beach recreation uses. As is typical for EMP projects, U. S. Fish & Wildlife Service, natural resources agencies of bordering states and Corps cooperated on the design and are jointly monitoring the results. O & M funds were used for this pre-EMP work.



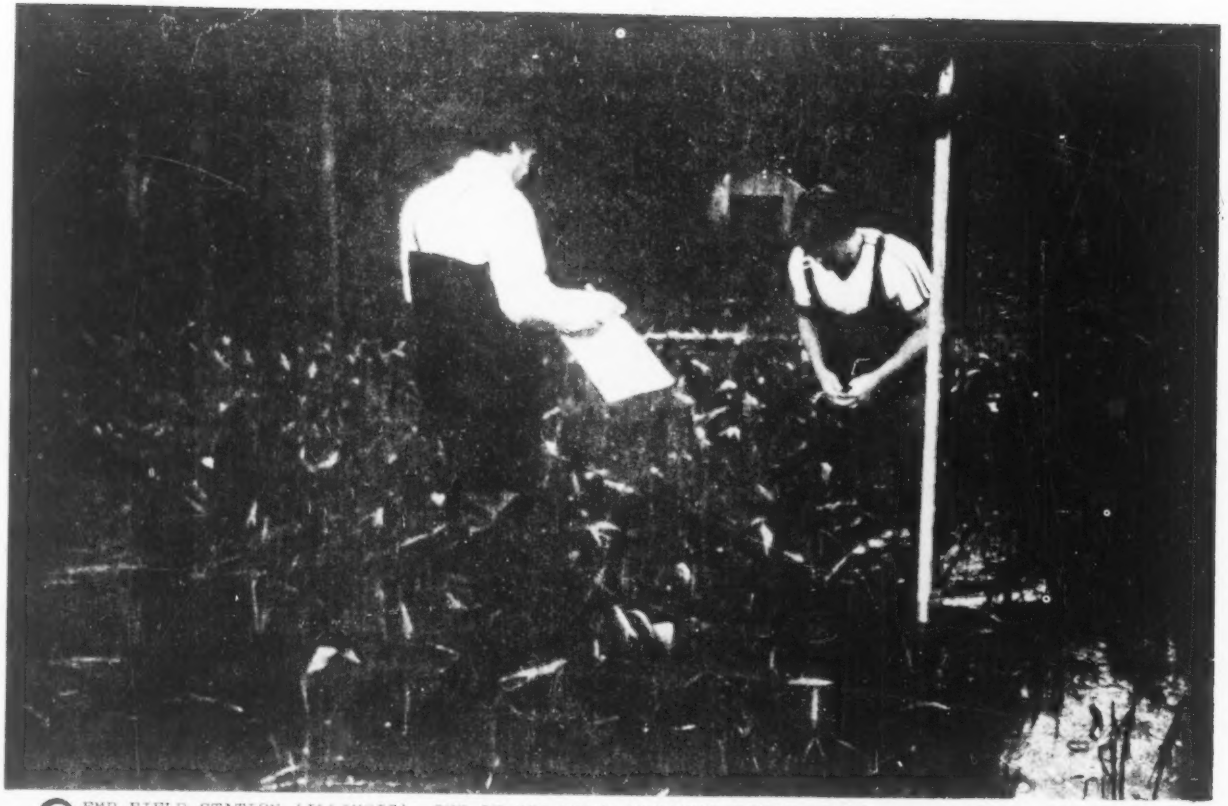
5 LAKE ONALASKA (WISCONSIN): BETTER FOOD, RESTING, NESTING TO HELP MISSISSIPPI FLYWAY WATERFOWL. Three artificial islands now in place as part of the multi-purpose Lake Onalaska EMP Habitat Rehabilitation and Enhancement Project shelter many acres of sensitive aquatic plant beds from wind-driven waves and turbidity. This is one of the critical food supplies for migrating waterfowl on the vast Upper Mississippi River Wildlife and Fish Refuge, which shares the river with navigation and recreation users. The EMP aims to balance uses in strategic locations.



6 **BROWN'S LAKE (IOWA): COMPLETED EMP PROJECT RESTORES AND STABILIZES HIGH-VALUE BACKWATER LAKES** Each EMP Habitat Rehabilitation and Enhancement Project has its own unique characteristics and potentialities. This schematic of the Brown's Lake project in Pool 13 shows how the best use was made of existing dikes and side channels to restore a backwater lake complex that had been degraded by sedimentation. Protection against future siltation inflow is built into the water control structure and deflection levee to secure the benefits of the EMP investment.

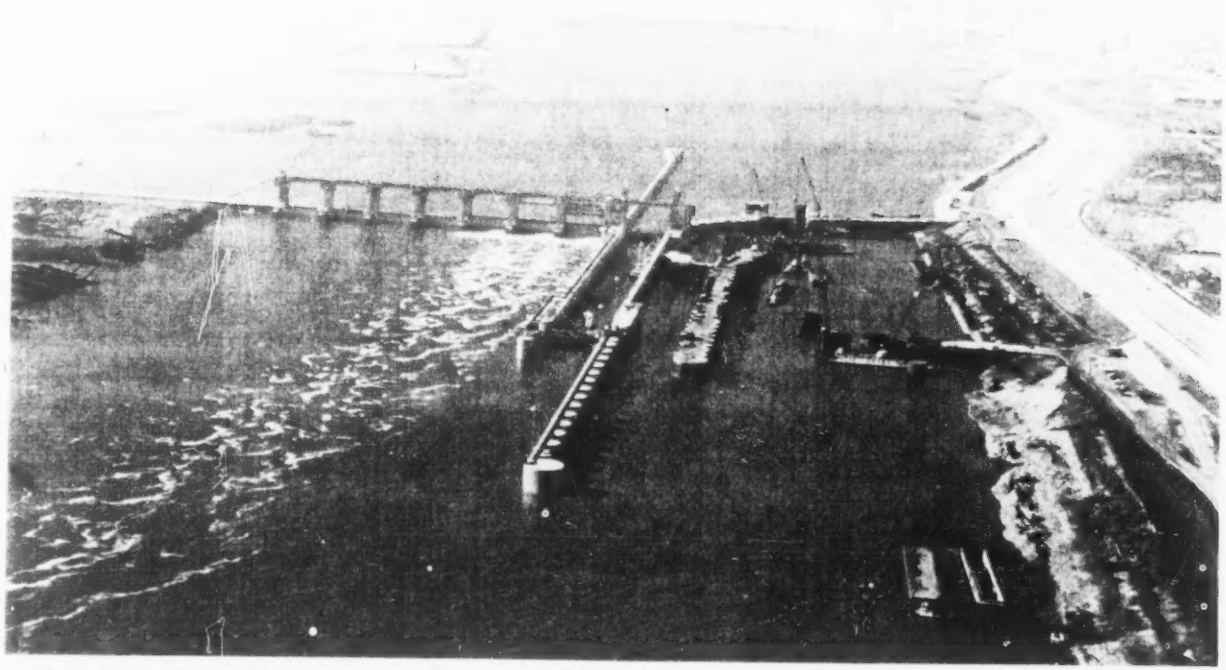
7 **BROWN'S LAKE (IOWA): ONE OF FOUR COMPLETED EMP HABITAT PROJECTS OUT OF 54 CURRENTLY SCHEDULED** Realignment and improvement of the inlet from the main channel plus the installation of the water control structure (shown under construction) and a deflection dike should keep sediment-laden water from high-value backwater lakes in this bottomland area. Demonstrating that the parallel national goals of efficient inland water transportation and fish and wildlife refuge management can coexist successfully with balanced plans and projects is a prime EMP objective.

(8) EMP'S LONG-TERM RESOURCE MONITORING PROGRAM - "THE RIVER MANAGERS' TOOL BOX AND STETHESCOPE"
Designing new river-oriented developments along with secure commercial transportation and wise protection of the remarkably diverse environment on the Upper Mississippi River System requires this advanced database management and analysis center. Providing essential information to biologists, engineers and developers and on the projected and actual results of changes to the river system is one key purpose of this state-of-the art workshop. Operated by the Fish & Wildlife Service under agreement with the Corps, it's intended use requires full EMP funding.



9 EMP FIELD STATION (ILLINOIS): ONE OF SIX STATE-OPERATED UNITS TRACKING SCIENTIFIC RIVER DATA

Controversies over possible impacts of major river developments have often been unresolved because of the lack of adequate scientific data with which to analyze potential effects of proposed projects. Ultimately economic development and environmental protection will be enhanced if the new monitoring network being established under EMP at six strategic sites in the River-State Trades Metropolitan Area (see Photo 10). Shown here is work in the Illinois River at the Havana Station, operated by the Illinois Natural History Survey with EMP funds.



10 MELVIN PRICE LOCKS & DAM (MISSOURI & ILLINOIS): 1990 MILESTONES - POOL RAISED, MAIN LOCK OPEN In February of 1990, the Corps' St. Louis District raised the pool behind the new Melvin Price Locks & Dam at Alton, Illinois, and opened the 1,200-foot main lock to traffic. Contracts have been let to build the 600-foot Second Lock (on the right), authorized with the EMP in 1986, and to demolish - Locks & Dam 26 (note grain elevators upstream). An important new Corps plan to study potential impacts from increased traffic on both Illinois and Upper Mississippi Rivers will soon be released, in keeping with balanced river management policies, to augment EMP work.

Mr. GUNDERSON. Mr. Chairman, in closing, I would like to ask that a letter signed by 30 of our colleagues from all five states in support of the request might also be included in the record.

Mr. BEVILL. Without objection, it will be made a part of the record.

[The information follows:]

STEVE GUNDERSON
3rd District, Wisconsin
CHIEF DEPUTY WHIP

MEMBER:
AGRICULTURE COMMITTEE
EDUCATION AND LABOR COMMITTEE

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February 27, 1990

The Honorable Tom Bevill
Chairman, Subcommittee on
Energy and Water Development
2362 RHOB
Washington, DC 20515-6020

Dear Mr. Chairman:

We are writing to strongly recommend full appropriation of $19.46 million for the Upper Mississippi River Environmental Management Program (UMRS-EMP) for fiscal year 1991.

As you are aware, the Administration has proposed a funding level of $14.9 million for this important program as opposed to the authorized level and the proven established program potential of $19.46 million. The Administration's request provides an increase of only $40,000 over the fiscal year 1990 appropriation. This level of funding is inadequate to meet the objectives set forth by Congress in its carefully crafted, balanced program of systemic navigation and environmental improvements affecting 1,300 miles of multi-purpose inland waterways in five states: Illinois, Iowa, Minnesota, Missouri, and Wisconsin.

The UMRS-EMP is a cooperative effort to regain and protect significant areas of diverse, productive fish and wildlife habitat, to establish long-term resource monitoring which gauges dynamic changes and impacts of future developments, and to improve and assess recreational uses so vital in our nation's midsection. The extensive federal-state planning, coordination, cost-sharing and implementation require a strong fiscal foundation for joint commitments and for the required report to Congress on the scores of projects which must be constructed now to allow for evaluation within the authorized ten-year schedule.

Without full funding for this program the answers to impacts on the environment caused by navigation and how to solve them will not be forthcoming. The second lock navigation project at Lock and Dam 26 Alton, Illinois is proceeding on schedule. In addition, the Corps is studying the need for additional navigation system improvements and expansion of the system.

Full funding for EMP is needed to allow for future orderly economic development of the Upper Mississippi River System.

We respectfully urge the Subcommittee to reinstate the UMRS-EMP as a national priority, as intended by Congress, by incorporating an appropriation of $19.46 million in the FY 1991 Energy and Water Development Appropriation Bill.

Thank you in advance for your consideration of this matter.

Best regards,

J. Dennis Hastert M.C.

Steve Gunderson M.C.

James L. Oberstar M.C.

Gerald D. Kleczka M.C.

Bruce F. Vento M.C.

Bob Kastenmeier M.C.

Thomas Tauke M.C.

David Obey M.C.

Toby Roth M.C.

Vin Weber M.C.

Bill Emerson M.C.

Timothy J. Penny M.C.

Lynn Martin M.C.

Jim Aspin M.C.

Martin Olav Sabo M.C.

Cardiss Collins M.C.

James Sensenbrenner M.C.

Edward Madigan M.C.

Lane Evans M.C.

Arlan Stangeland M.C.

The Honorable Tom Bevill
February 27, 1990
page three

Jack Buechner M.C.

Jim Leach M.C.

Jim Lightfoot M.C.

Dave Nagle M.C.

Ike Skelton M.C.

Glenn Poshard M.C.

Jim Moody M.C.

Marge Roukema M.C.

Harold L. Volkmer M.C.

Gerry Sikorski M.C.

William L. Clay M.C.

WEDNESDAY, MARCH 28, 1990.

ST. GEORGE's BRIDGE, DELAWARE

WITNESSES

HON. THOMAS R. CARPER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF DELAWARE

HON. MICHAEL N. CASTLE, GOVERNOR, STATE OF DELAWARE

HON. KERMIT H. JUSTICE, SECRETARY OF TRANSPORTATION, STATE OF DELAWARE

Mr. BEVILL. Our good friend and colleague, Congressman Tom Carper, is here, Tom, each of your prepared statements will be made a part of the record.

You may want to just summarize.

Mr. CARPER. Thank you.

On my right is Governor Mike Castle and on my left is Secretary of Transportation, Kermit H. Justice.

Mr. BEVILL. Glad to have each of you with us.

Mr. CARPER. I will summarize testimony and yield to the Governor.

The panel before last with Clay Shaw and Larry Smith talked about a special weed or tree that grows in Florida, I think they call it the Melaleuca.

As I sat here listening, I mentioned to the Governor I think we may have come up for a solution to this canal which splits our state in half. I envisioned a forest on either side of the canal.

We may be able to create a national forest to solve our problem since this tree uses up a massive amount of water.

Let me say, if you will imagine, in your respective districts, be it Alabama or be it Indiana, that you had a canal that literally cut your district in half. A canal that served no purpose to you or to your citizens. It was not providing any economic benefit to you or the citizens of your state.

Rather, it provided an obstacle, something you and your constituents had to get over in order to go from one end of your district to the other. Imagine a principal road that goes over that canal carries about 60 percent of the traffic that goes north and south across that canal through your state, through your district.

Imagine that you have got a bridge over that canal that is is 50 years old that has been declared obsolete by the Federal Highway Administration, a bridge which carries about as much traffic per lane as the bridge over the Chesapeake Bay, an enormously busy bridge, but one that has been declared obsolete. That is the situation that the State of Delaware is in.

We've had the Chesapeake and Delaware Canal for 200 years. It does absolutely nothing for the people of Delaware. Whether we plant along its shores a Melaleuca or we simply fill the canal in, either would be just fine, but we would like to either get rid of the canal or be able to find a good way to get over it.

For the last 70 years since the Federal government took ownship of the Canal, the Corps of Engineers has had the responsibility to operate the canal. For 70 years now the Federal Government has been meeting an obligation to provide adequate transportation over

this canal for people throughout the Delmarva Peninsula, Delaware, Maryland, and Virginia.

Route 13 is not just a road that runs through Delaware. It starts in the Southeastern United States and runs all the way to the Northeastern United States. It is the principal North-South artery through out state. It is the economic lifeline for the Delmarva Peninsula. It is important to us.

We come to you again asking for your consideration in appropriating funds to pay for the cost of not a new North-South artery for our state, but the cost of a bridge, roughly, $110 million to go over this canal which would be linked to a new North-South U.S. Route 13 Relief Route being built with state funds to the tune of about $400 million.

We want and need federal assistance to make this project happen and to relieve the over-burdened U.S. Route 13.

With having said that, let me yield to Governor Castle.

[The statement of Hon. Thomas R. Carper follows:]

TESTIMONY OF THE HONORABLE THOMAS R. CARPER
before the
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
COMMITTEE ON APPROPRIATIONS
March 28, 1990

MR. CHAIRMAN, THANK YOU FOR THE OPPORTUNITY TO APPEAR BEFORE YOUR SUBCOMMITTEE THIS MORNING TO DISCUSS THE NEED FOR A NEW BRIDGE ACROSS THE FEDERALLY-OWNED CHESAPEAKE AND DELAWARE CANAL AT ST. GEORGES, DELAWARE.

DELAWARE HAS A SITUATION WHICH I BELIEVE IS UNIQUE TO ANY OTHER STATE IN THE NATION. THERE IS A CANAL -- OWNED BY THE FEDERAL GOVERNMENT -- WHICH LITERALLY CUTS OUR STATE IN HALF. THE CANAL CONNECTS THE DELAWARE AND CHESAPEAKE BAYS AND MAKES FOR EASIER SHIPPING BETWEEN BALTIMORE AND PHILADELPHIA. IT ALSO CREATES A SHORTCUT FOR OCEAN-GOING SHIPS LEAVING BALTIMORE HEADING NORTH.

IN PROVIDING THIS SERVICE TO NAVIGATION, THE CANAL WAS CUT THROUGH WHAT HAD BEEN FAST LAND WHERE NO BRIDGES HAD PREVIOUSLY BEEN REQUIRED. IT WAS FOR THAT REASON THAT THE STATE DETERMINED BEFORE THE CANAL WAS BUILT THAT THE COST OF PUBLIC BRIDGES MUST BE MET BY THE OWNERS OF THE CANAL RATHER THAN THE CITIZENS OF DELAWARE.

BY CONNECTING THE TWO BAYS, THE CANAL EFFECTIVELY MAKES THE DELMARVA PENINSULA AN ISLAND. THERE ARE THREE MAJOR BRIDGES THAT CARRY SURFACE TRANSPORTATION OFF THE PENINSULA: THE CHESAPEAKE BAY-BRIDGE TUNNEL TO THE SOUTH, THE CHESAPEAKE BAY BRIDGE TO THE WEST, AND THE ST. GEORGE'S BRIDGE TO THE NORTH.

WHILE THE CANAL MIGHT BE GREAT FOR SOME SHIPPERS, IT DOES NOTHING BUT CREATE PROBLEMS FOR DELAWARE. THE STATE GETS NO ECONOMIC BENEFIT FROM THE CANAL. IN FACT, BECAUSE OF THE GROWING INADEQUACY OF THE U.S. ROUTE 13, AND THE DETERIORATION OF THE EXISTING ST. GEORGE'S BRIDGE, THE ECONOMY OF SOUTHERN DELAWARE AND THE ENTIRE DELMARVA PENINSULA IS NOW AT RISK.

U.S. ROUTE 13 IS THE MAJOR NORTH-SOUTH TRANSPORTATION ARTERY ON THE DELMARVA PENINSULA. IT IS THE PENINSULA'S ECONOMIC LIFELINE, AND A VITAL COMMERCIAL LINK FOR THE ENTIRE MID-ATLANTIC REGION. THE ST. GEORGE'S BRIDGE -- WHICH ALREADY CARRIES THE SAME PER-LANE VOLUME OF TRAFFIC AS THE CHESAPEAKE BAY BRIDGE -- IS IN AN ADVANCED STATE OF DETERIORATION AND CAN NO LONGER MEET TRAFFIC NEEDS. BECAUSE OF ITS POOR DESIGN, IT CANNOT BE EXPANDED. THE U.S. DEPARTMENT OF TRANSPORTATION HAS DECLARED IT OBSOLETE. IF A NEW BRIDGE IS NOT IN PLACE BY 1994, U.S. ROUTE 13 IN DELAWARE WILL BEGIN TO RESEMBLE A PARKING LOT. THE REVERBERATIONS OF A BREAKDOWN OF THE U.S. ROUTE 13 SYSTEM WILL GO WELL BEYOND DELAWARE AND THE DELMARVA PENINSULA. THE ECONOMIC IMPACT WILL BE FELT IN PENNSYLVANIA, NEW JERSEY, NEW YORK, AND POINTS FURTHER NORTH AS WELL.

MR. CHAIRMAN, THERE ARE STRONG LEGAL ARGUMENTS THAT THE FEDERAL GOVERNMENT, IN TAKING OVER THE CANAL IN 1919, ACCEPTED THE RESPONSIBILITY FOR PROVIDING GOOD AND SUFFICIENT CROSSINGS TO MAINTAIN THE FLOW OF TRAFFIC AND COMMERCE THROUGH DELAWARE TO POINTS NORTH AND SOUTH. AND CERTAINLY EVERYONE ACKNOWLEDGES THE CRITICAL COMMERCIAL IMPORTANCE OF THE U.S. ROUTE 13 CORRIDOR. BUT THERE IS ALSO A QUESTION OF GOOD FAITH.

SINCE TAKING OVER THE CHESAPEAKE AND DELAWARE CANAL, THE FEDERAL GOVERNMENT HAS NEVER SHIRKED ITS RESPONSIBILITY TO PROVIDE ADEQUATE BRIDGES TO CARRY TRAFFIC OVER THE CANAL. ON THREE OCCASIONS SINCE 1919, CONGRESS HAS PROVIDED FOR C&D CANAL BRIDGES WITH ADDED CAPACITY. I BELIEVE THIS COMMITTEE NEVER INTENDED TO PLACE A HUGE FEDERAL OBSTACLE ACROSS THE STATE OF DELAWARE WITHOUT MAKING PROVISION FOR NECESSARY BRIDGES.

I CANNOT EMPHASIZE ENOUGH HOW LITTLE DELAWAREANS CARE FOR THE FEDERAL CANAL THAT CUTS THROUGH OUR STATE. BUT LET ME PUT IT THIS WAY, IF WE COULD FILL IN THE CANAL, I THINK DELAWAREANS WOULD LINE UP WITH SHOVELS IN HAND TO DO THE JOB. IT IS SIMPLY NOT EQUITABLE FOR THE FEDERAL GOVERNMENT TO REQUIRE DELAWARE TO PAY THE HIGH COST OF CONNECTING ITS HIGHWAYS ACROSS A CANAL WHICH PROVIDES ECONOMIC BENEFITS THAT ACCRUE OUT OF STATE.

WE BELIEVE THE FEDERAL GOVERNMENT SHOULD ONCE AGAIN MAKE GOOD ON THE PROMISE IT MADE TO THE CITIZENS OF DELAWARE WHEN IT TOOK OVER THE CANAL 70 YEARS AGO AND PAY FOR A NEW BRIDGE. THE TOTAL COST OF $112 MILLION IS ONLY A FRACTION OF THE $400 MILLION THE STATE OF DELAWARE IS PREPARED TO PAY TO CONSTRUCT A 46-MILE LIMITED ACCESS RELIEF ROUTE TO MEET THE TRAFFIC NEEDS OF U.S. ROUTE 13 IN DELAWARE FOR THE FORESEEABLE FUTURE.

CONSTRUCTION ON THE RELIEF ROUTE HAS ALREADY BEGUN. THE BRIDGE IS AN INTEGRAL PART OF THE RELIEF ROUTE, SO ITS CONSTRUCTION CANNOT BE DELAYED. PLANNING FOR THE BRIDGE IS COMPLETED AND THE STATE IS PREPARED TO MAKE THE SACRIFICES NECESSARY TO BEGIN BUILDING IT WITH THE PROMISE THAT THEY WILL BE REIMBURSED FOR THE COSTS OF CONSTRUCTION.

MR. CHAIRMAN, THE STATE OF DELAWARE IS WORKING IN GOOD FAITH WITH THE BUSH ADMINISTRATION TO SETTLE THE LEGAL OBLIGATION QUESTION. BUT REGARDLESS OF WHETHER THOSE EFFORTS BEAR FRUIT OR NOT, THIS PROBLEM WON'T GO AWAY.

I ASK THAT THIS COMMITTEE CONTINUE ITS WELL-ESTABLISHED RECORD OF RECOGNIZING THE FEDERAL OBLIGATION TO PROVIDE ADEQUATE CROSSINGS OVER THE CHESAPEAKE AND DELAWARE CANAL.

THANK YOU FOR ALLOWING US THIS OPPORTUNITY TODAY.

28-810 O - 90 - 28

Governor CASTLE. Thank you, Thomas. I appreciate the opportunity. Mr. Chairman, Congressman Myers, you two have been faithful listeners to us faithful supplicants on this issue. I realize we are supplicants when I realize all those who come before you and make requests. We like to think ours is somewhat different, because of the legal obligation we have spoken to both of you about before, and because, quite frankly, it benefits others more than it does the State of Delaware.

We are merely a conduit for all this. This traffic just goes through. It is almost inaccessible from the State of Delaware. It basically helps people in Maryland, New Jersey and Pennsylvania, and all the people around the country as far as the Canal is concerned.

The road, as Thomas has indicated, connects everything from north to south, all the way from Perdue's chickens going to Maine and New York City and all the way to the very south, so in a way, we are in the middle of this whole thing, if you will.

I am going to read a little bit of this, because there are some things we want to make sure are put in the record, if we could. Basically, we are requesting a 1991 appropriation action, which is why we are here, for a new bridge over the Federal Chesapeake and Delaware Canal.

The estimated capital cost of this bridge is $111.4 million. I and the State of Delaware totally recognize the pressures on the fiscal year 1991 Federal budget, but we think we also must be responsive to the urgent need for expanded traffic capacity over the Canal.

Therefore, we are requesting and we are prepared to finance and build the bridge ourselves, beginning construction late this calendar year, and lease it to the U.S. Army Corps of Engineers on completion at a rate that would recover our cost of construction, debt service, and operation and maintenance.

We are ready to build it, we are ready to build it at our cost. That is not the end, however. Federal funding requirements for fiscal year 1991 would be only the personnel costs of reviewing and signing a lease agreement. Future appropriations, regardless, would be $24 million on the lease basis, beginning in the last quarter of fiscal year 1994, assuming 10-year capital repayment, and $300,000 annual operation and maintenance cost.

Though this proposal postpones the need for significant Federal funds, we do need a Federal commitment this year to begin lease payments on completion of the bridge, or we fear the Corps may not meet its obligation. We propose that this commitment be in the form of appropriation language or in reports on the fiscal year 1991 appropriations bill.

We have attached suggested language that would accomplish our purpose. We realize this is an unusual request, but we make it because we believe it is the best way for all concerned to deal with the unique set of circumstances.

I would like to summarize those, if I could. The Chesapeake and Delaware Canal cuts completely across the Delmarva Peninsula, severing Delaware border to border. It was dug across fast land that originally required no bridges. It severs all north-south surface transportation.

Today, to meet the needs of ocean shipping, Federal standards require bridges over the canal to provide a clear span across a 450-foot wide navigation channel 140 feet above the water. Such a bridge, with necessary approaches, is a costly structure.

The Federal Government is responsible for providing good and sufficient public highway bridges to meet traffic demands over the Federal Chesapeake and Delaware Canal for three basic reasons.

Legal: The legal history of the canal established a contractual relationship between the Federal Government and the State of Delaware, and the Federal Government is obligated to provide good and sufficient bridges. It is in black and white as far as anyone I have talked to can ascertain.

On an equitable basis, the Federal Canal cuts Delaware completely in two for the benefit of other localities, primarily the Port of Baltimore. It would be inequitable indeed for Delaware to have to pay the added cost of bridges over the canal for its public highways, given that the State receives essentially none of the benefits of the canal.

Good faith: Throughout the history of Federal involvement in the canal, both Delaware and the Federal Government have acted on the understanding that the Federal Government was responsible for providing high bridges at no cost to the State.

We think good faith mandates that this understanding be continued. Let me just say the traffic demands in the U.S. Route 13 corridor cannot be met beyond 1994 by the existing highway or the existing 50-year-old Federal bridge at St. George's, Delaware.

We now do have under construction, I think you know this, too, a 46-mile limited access relief route for U.S. Route 13 that will cost $400 million in State funds. This requires the new Federal bridge. The State has designed a new bridge because the Corps had no funds for planning or design. All planning for the relief route and the bridge has been done according to Federal standards and environmental law with the oversight and cooperation of the Federal Highway Administration, the Corps of Engineers, and the EPA.

The Corps of Engineers has apparently made no effort to budget for the new bridge nor to inform the Congress of the need for it. Bridge construction must be started this fall to meet traffic demands. These circumstances are described more fully in other documents which we have submitted, but at this point, I would like to address two related questions, if I could, that may be central to action on this issue—the need for authorization and the reasons for Delaware's specific proposal.

We have testified before the Water Resources Subcommittee of the Public Works and Transportation Committee on the issue of Federal responsibility. We asked for legislation clarifying the authority of the Corps of Engineers to provide necessary bridges, because the issue of possible need for such legislation had been raised with us.

We said in our testimony that while we did not think that special authorization was necessary in this case, we certainly wanted to do whatever the Congress may require to clear the way for Federal action on the bridge.

Frankly, we think that the existing continuing authority to operate and maintain Federal water projects should provide all the au-

thority the Corps needs to enter into the agreement we suggest, especially if the appropriations committees agree. This is because we propose no changes in the Canal, which is a single-purpose navigation project, and we propose no Federal construction.

Providing highway bridges is part of the cost of operating the shipping canal, and renting a bridge constructed by the State would appear a legitimate use of funds appropriated for operation and maintenance.

I wish to make it quite clear, however, that we defer entirely to the Congress in this matter. Delaware does ask that if this committee deems that specific separate authorizing legislation is required, the committee go ahead with appropriations action this year, but make it clear in the language that the appropriation becomes effective only after separate authorizing legislation is enacted. This would avoid the year's delay that would otherwise occur without preempting the authorization issue.

I also wish to make it clear that we are not insistent upon our proposal for State construction in Corps rental of the bridge, we made this proposal simply because we thought it would be easier to fit into the Federal budget than pay-as-you-go funding during construction of the bridge.

We estimate construction contractor earnings during fiscal years 1991 through 1993 at 26, 48 and $31 million, respectively, with the remaining 6.5 million needed in 1994. If the committee would prefer to fund the bridge directly on the construction schedule or appropriate all the funds in 1991, we would certainly not object.

Our primary concerns are only two: First, the construction of the plain bridge be started in calendar year 1990, and along with its approaches be completed by calendar year 1994; and second, that the bridges and approaches require no net cost to Delaware.

Other considerations are subordinate to these two.

Mr. BEVILL. Governor, we want to hear what you have to say. But we have a vote to go to, and we have run over the schedule a little already. Could you take a minute and just summarize the balance of your statement?

Governor CASTLE. I will, indeed.

Mr. MYERS. Your entire statement will be in the record.

Governor CASTLE. I understand that. I would just say that—and you have heard it before, and it will be in the record, but I can't stress enough the conclusions that I have reached in working with Mr. Justice and Congressman Carper on this, and that is that this is really a legal obligation. This is new money, and I understand your Federal financial problems, we have a few of our own at this point, I might say, but I must stress that this is a legal obligation, and it really is not for the benefit of the people of Delaware.

It benefits us financially to get the money back, but I just don't think under any equation should the State of Delaware have to meet this particular obligation.

We are just seeking help wherever we can get it. By the way, we are pursuing that help both in the White House and through the Corps and every other way we can, too.

[The statement of Governor Castle follows:]

March 28, 1990

DELAWARE US ROUTE 13 RELIEF ROUTE BRIDGE
OVER THE FEDERAL CHESAPEAKE AND DELAWARE CANAL

TESTIMONY OF MICHAEL N. CASTLE
GOVERNOR, STATE OF DELAWARE
BEFORE
THE SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
COMMITTEE ON APPROPRIATIONS
UNITED STATES HOUSE OF REPRESENTATIVES

Mr. Chairman and members of the Subcommittee, I thank you for the opportunity to appear before you today.

I am Michael N. Castle, Governor of Delaware.

I am here to request 1991 appropriation action for a new bridge over the Federal Chesapeake and Delaware Canal, needed now to meet traffic demands on US Route 13. The estimated capital cost of this bridge with necessary approaches is $111.5 million.

The State of Delaware recognizes the pressure on the FY 1991 Federal budget, but must also be responsive to the urgent need for expanded traffic capacity over the Canal. Therefore, the State of Delaware is prepared to finance and build the bridge, beginning construction late this calendar year, and lease it to the U. S. Army Corps of Engineers on completion at a rate that would recover our cost of construction, debt service, and operation and maintenance.

Federal funding requirements for FY 1991 would be only the personnel cost of reviewing and signing a lease agreement. Future appropriations requirements would be $20.4 million/year, beginning in the last quarter of FY 1994, assuming ten-year capital repayment and $0.3 million annual operation and maintenance cost.

Though this proposal postpones the need for significant Federal funds, we do need this year a Federal commitment to begin lease payments on completion of the bridge, or we fear the Corps may not meet its obligation. We propose that this commitment be in the form of appropriation language, or in reports on the FY 1991 appropriation bill. Attached is suggested language that would accomplish our purpose.

We realize that this is a somewhat unusual request, but we make it because we believe it is the best way for all concerned to deal with a unique set of circumstances. In summary, these circumstances are:

- The Chesapeake and Delaware Canal cuts completely across the DelMarVa Peninsula, severing Delaware border to border. It was dug across fast land that originally required no bridges. It severs all north-south surface transportation.

- Today, to meet the needs of ocean shipping, Federal standards require bridges over the Canal to provide a clear span across a 450-foot wide navigation channel, 140 feet above the water. Such a bridge, with necessary approaches, is a costly structure.

- The Federal Government is responsible for providing good and sufficient public highway bridges to meet traffic demands over the Federal Chesapeake and Delaware Canal for three basic reasons:

  . Legal: The legal history of the Canal established a contractual relationship between the Federal Government and the State of Delaware under which the Federal Government is obligated to provide good and sufficient bridges to meet the needs of public highway traffic over the Canal at no cost to the State.

  . Equity: The Federal Canal cuts Delaware completely in two for the benefit of other localities, primarily the port of Baltimore. It would be inequitable indeed for Delaware to have to pay the added costs of bridges over the Canal for its public highways, given that the State receives essentially none of the benefits of the Canal.

  . Good faith: Throughout the history of Federal involvement in the Canal, both Delaware and the Federal Government have acted on the understanding that the Federal Government was responsible for providing highway bridges at no cost to the State. Good faith mandates that this understanding not be suddenly and unilaterally abrogated.

- Traffic demands in the US Route 13 corridor cannot be met beyond 1994 by the existing highway or the existing 50-year-old Federal bridge at St. George's, Delaware.

- Delaware now has under construction a 46-mile limited access relief route for US Route 13, that will cost $400 million in State funds. This requires the new Federal bridge.

- The State has designed a new bridge because the Corps had no funds for planning or design.

- All planning for the Relief Route and the bridge has been done according to Federal standards and environmental law with the oversight and cooperation of the Federal Highway Administration, the Corps of Engineers, and the EPA.

- The Corps of Engineers has apparently made no effort to budget for the new bridge, nor to inform the Congress of the need for it.

- Bridge construction must be started this fall to meet traffic demands.

These circumstances are described more fully in documents submitted for the record.

At this point, I would like to address two related questions that may be central to action on this issue - the need for authorization, and the reasons for Delaware's specific proposal.

We have testified before the Water Resources Subcommittee of the Public Works and Transportation Committee on the issue of Federal responsibility. We asked for legislation clarifying the authority of the Corps of Engineers to provide necessary bridges because the issue of possible need for such legislation had been raised with us. We said there that while we did not think that special authorization was necessary in this case, we certainly want to do whatever the Congress may require to clear the way for Federal action on the bridge.

Frankly, we think that the existing continuing authority to operate and maintain Federal water projects should provide all the authority the Corps needs to enter into the arrangement we suggest, especially if the Appropriations Committees agree. This is because we propose no changes in the Canal, which is a single-purpose navigation project, and we propose no Federal construction. Providing highway bridges is part of the cost of operating the shipping Canal, and renting a bridge constructed by the State would appear a legitimate use of funds appropriated for operation and maintenance.

I wish to make it quite clear, however, that we defer entirely to the Congress in this matter.

Delaware does ask that, if this committee deems that specific separate authorizing legislation is required, the committee

go ahead with appropriations action this year, but make it clear in the language that the appropriation becomes effective only after separate authorizing legislation is enacted. This would avoid the year's delay that would otherwise occur, without preempting the authorization issue.

I also wish to make it clear that we are not insistent on our proposal for State construction and Corps rental of the bridge. We made this proposal simply because we thought it would be easier to fit into the Federal budget than pay-as-you-go funding during construction of the bridge. We estimate construction contractor earnings during FY 1991-93 at $26, 48, and 31 million respectively, with the remaining $6.5 million needed in 1994. If the committee would prefer to fund the bridge directly on the construction schedule, or appropriate all the funds in 1991, we would certainly not object.

Our primary concerns are only two:

- First, that construction of the planned bridge be started in calendar 1990 and, along with its approaches, be completed in calendar 1994

- Second, that the bridge and approaches require no net cost to Delaware.

Other considerations are subordinate to these two. Our proposal seemed to us to offer the best prospects of meeting traffic needs with the minimum adverse consequences for all concerned. But I wish to emphasize that we are flexible on specific implementing arrangements.

I am sorry that the timing is short. It was not our intention to press against a short deadline. We thought that the Corps of Engineers would make provision for this project as part of the normal course of events, and it was not until last year that we realized that we were all in a time squeeze.

Delaware is doing its part. We are building the $400 million Relief Route with State funds. We are prepared to finance and construct the new bridge through the Delaware Transportation Trust Fund, and thereby postpone for four years the need for Federal funds. We have done all the planning and design work according to Federal planning, siting, engineering, and environmental standards. All we ask this year is that the Federal Government commit to repay us-in the future as we believe is called for by law, equity, and good faith. Failure to repay us would be devastating to our State transportation needs in the long term.

I believe that this Committee, that has jurisdiction over appropriations for the C&D Canal,

- recognizes the Federal obligation to the State of Delaware,
- never intended to place this huge obstacle across all north-south highways in Delaware without intending to provide for necessary bridges, and
- will not want the Federal Government to break faith with the State of Delaware

I hope you will help to set the record straight with appropriate action as the State requests.

I will say in closing that this is an urgent matter. Our traffic projections, prepared under Federal Highway Administration procedures, indicate that the present Route 13 bridge at St. George's will be overloaded by 1994. It carries 33% of the total traffic flow in and out of the Peninsula, and 60% of the traffic across the C&D Canal. It now carries as much traffic per lane as the Chesapeake Bay Bridge at Annapolis and traffic volume is growing rapidly. The State has already begun building the Relief Route. If traffic demands and the Relief Route construction schedule are to be met, construction of the new bridge must begin before the end of this calendar year.

Thank you. I am prepared to answer your questions.

Attachments:
A. Proposed Appropriations Action

(Submitted separately for the record)
B. The need for Federal Funding, Jan. 29, 1990
C. Legal Documentation
   - Senate Judiciary Committee Memoranda, June 20, 1989,
     Nov. 9, 1989, February 2, 1990
   - Delaware Attorney General Memoranda, Nov 16, 1989, and February 22, 1990

ATTACHMENT A March 28, 1990

DELAWARE US ROUTE 13 REPLACEMENT ROUTE BRIDGE OVER THE CHESAPEAKE AND DELAWARE Canal

APPROPRIATION

PROPOSED LANGUAGE FOR CORPS OF ENGINEERS APPROPRIATION FOR OPERATION AND MAINTENANCE, 1991, OR FOR ACCOMPANYING REPORT

Funds in this appropriation shall be used to contract with the Department of Transportation of the State of Delaware to lease the Delaware US Route 13 Relief Route Bridge across the Chesapeake and Delaware Canal, and approaches thereto, to be constructed by the Delaware Department of Transportation. Lease payments are to begin upon completion of construction at annual rates sufficient to amortize the cost of construction, including debt service, over a period of 10 years beginning with the first payment, and to cover the cost of operation and maintenance of the bridge.

DRAFT SUPPORTING MATERIAL FOR REPORT

This provides for the Corps of Engineers to lease a highway bridge over the Chesapeake and Delaware Canal that will be built by the Delaware Department of Transportation. Construction is planned to begin in the first quarter of FY 1991, and to be completed in the third quarter of FY 1994.

Only such administrative funds as are necessary to enter into the lease will be obligated in 1991. The lease will be entered into in early FY 1991, before construction is begun on the facilities. Lease payments are expected to begin in the last quarter of FY 1994, at a rate of $20.4 million/year, assuming construction cost of $111.5 million and annual operation and maintenance cost of $0.3 million.

Leasing the facilities upon construction by the Delaware Department of Transportation is the most effective way to provide on schedule a facility that the United States is contractually obligated to provide under the terms of acquisition of the Chesapeake and Delaware Canal Company franchise.

This new bridge will accommodate the traffic of the limited access Delaware US Route 13 Relief Route now under construction by the Delaware Department of Transportation at the cost of $400 million to the Transportation Trust Fund of

the State of Delaware. This route has been planned in accordance with FHWA procedures and scheduled to be available at the time the existing route becomes incapable of safely handling the traffic volume without unacceptable delays. The existing 50-year old St. George's bridge is incapable of expansion to safely handle the traffic volume because of obsolescence of design and structure, sharp grades, curvature, and lack of shoulders.

Federally mandated and approved procedures have been followed throughout the planning and design of the Relief Route and the bridge. The final EIS has been filed and approved. The Corps of Engineers, FHWA, Fish and Wildlife Service, and other appropriate Federal agencies have participated in the planning and preparation for all remaining necessary Federal approvals.

The State has agreed to finance and construct the bridge and lease it to the Corps of Engineers at a rate sufficient to cover State costs. This arrangement presents the optimum way of meeting the Federal contractual obligation on schedule without placing immediate peak demands on the Federal budget.

Mr. BEVILL. I don't blame you. I think you should. Mr Justice, could you wrap up your statement very quickly?

Mr. JUSTICE. I will be very brief. You have been kind to us in the past, and we want to thank you for that, and we want to thank you for the time this morning. I think the Governor and the Congressman have adequately made the point.

Mr. BEVILL. Well, certainly, we are happy to accomodate our good friend and colleague, Tom here. We don't want to shortchange you on the time, but we are in a little bit of a pinch here, especially with this vote which has been called on the Floor. We will work with Tom. He is our friend.

We have got some complications in this, as you obviously are very much aware. I don't know whether it is going to take a court decision, or what. We will try to accommodate Tom and you. Tom you may have to have authorization. There are all kinds of things that have popped up on this. We will certainly look into it again and get with the Corps and see if there is any solution.

Mr. CARPER. Thank you. We are pursuing the authorization as well, as the Governor mentioned.

Mr. BEVILL. Good. If you got the authorization, I think that would give us a lot more boost on this, because we certainly want to try to accommodate you. Thank you very much. We hope we can help you. We will work with Tom the best we can.

Mr. CARPER. Thank you, sir.

Mr. BEVILL. We will now take a short recess to vote. We will be back here in about five or 10 minutes.

[Recess.]

WEDNESDAY, MARCH 28, 1990.

WATER RESOURCES PROJECTS

WITNESS

THOMAS F. DONNELLY, EXECUTIVE VICE PRESIDENT, NATIONAL WATER RESOURCES ASSOCIATION

Mr. BEVILL. The committee will come back to order.

Mr. Donnelly, we are glad to have you with us. You may proceed as you wish. Your prepared statement will be made a part of the record, and as much as you can summarize it, we would appreciate it.

Mr. DONNELLY. Thank you, Mr. Chairman. I will be brief.

I am here this morning to express the concerns of our membership and interests in the fiscal year 1991 budget request for the U.S. Bureau of Reclamation. As you know, three years ago, the Bureau proposed or the Department proposed a project-funding scenario to the Congress that would fund the project substantially underway while the other projects were left on hold that the Secretary promised that the level of construction budget over the next few years would remain constant, and the projects that were awaiting continuance would be completed in an expeditious manner.

We have seen that that has not come to pass, that the construction budget has steadily decreased for those over the past few years, and those projects now are in jeopardy.

Probably the project that has been most affected by this questionable policy decision is the Garrison Project in North Dakota. I am not going to go into the details of that project. The committee is well aware of that. We are asking that the committee fund the Garrison Project, restore funding to the Garrison Project this year in an amount adequate to continue construction in that project.

In addition, we would ask that the committee make a strong statement in the appropriations bill that clarifies that this project represents a long-standing restitution to North Dakota that should not be second-guessed or subject to any reevaluation by this Administration.

We would also urge the committee to support the $231.5 million being requested for the Bureau's Operation and Maintenance Program. Over the past few years, that program has been underfunded and has resulted in considerable deferred maintenance which has cost more in the long run than it should have. The Bureau undertook a new program starting last year to catch up with that backlog of maintenance.

I would also remind the committee that the O&M is repaid by the water users within the year that it is expended.

Mr. Chairman, I have several other comments and requests in my statement, and I would ask that the committee consider those. I thank you for the opportunity of appearing before the committee today.

[The statement of Mr. Donnelly follows:]

NWRA

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VICE PRESIDENT — James W. Trull
TREASURER — Ivan W. Flint
EXECUTIVE VICE PRESIDENT — Thomas F. Donnelly

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STATEMENT

of

Thomas F. Donnelly
Executive Vice President

National Water Resources Association

before the

Committee on Appropriations
U.S. House of Representatives

on

President's FY-1991 Budget Request
for the
U.S. Bureau of Reclamation

March 28, 1990

Mr. Chairman and Members of the Committee:

I am Thomas F. Donnelly, Executive Vice President of the National Water Resources Association, I appear before this Committee today to express the Association's concerns and interests in the President's Fiscal Year 1991 Budget Request for the U.S. Bureau of Reclamation.

The National Water Resources Association (NWRA) is a nonprofit federation of associations and individuals dedicated to the conservation, enhancement, and efficient management of our Nation's most precious natural resource, WATER. The NWRA is the oldest and most active national association concerned with water resources policy and development. Its strength is a reflection of the tremendous "grassroots" participation it has generated on virtually every national issue affecting western water conservation, management, and development.

While we are cognizant of the tremendous budget deficit, we believe there are several areas where adjustments can and should be made that will increase the productivity of the Bureau's programs and result in a long-term savings to the Federal government.

U.S. BUREAU OF RECLAMATION

CONSTRUCTION- Three years ago, the Department of Interior proposed a construction program policy change. The Department undertook funding of so-called "high priority" projects at the expense of many ongoing projects. Many members of Congress and project sponsors were told by the Secretary of Interior to be patient. They were told their projects would be completed in a cost efficient and timely manner. The plan, as described to the "have nots," called for a constant level of construction funding over time and as the "high priority" projects were completed, the delayed projects would be brought on line and funded to their maximum annual construction capacity.

The reality of the proposed plan is quite different from the one that Secretary Hodel described at the time. Over the past three years, the Construction budget has steadily decreased and the "have nots" are now faced with the cruel reality.

The project and people most affected by this questionable policy decision are the long-suffering sponsors of the **Garrison Diversion Project** in North Dakota. This year the Administration is proposing to shut down the Garrison Diversion Project.

In 1986, the Congress passed and the President signed the Garrison Diversion Unit Reformulation Act of 1986. The Act represented a recommitment of the Congress and the Administration to a project that was environmentally sound and met some of the commitments made by the Federal Government in 1944. Now, even that modest commitment to the people of North Dakota is in jeopardy.

As I listened to President Bush's 1989 Inaugural Address, I was moved and encouraged by one statement in particular. President Bush described, in my opinion, what this Nation should symbolize to it citizens and the World. He said, "Great nations like great men must keep their word. When America says something, America means it, whether a treaty or an agreement or a vow made on marble steps."

We urge this committee to show the citizens of North Dakota that America does, in fact, honor its commitments. We are asking that $45 million be commited to the Garrison Diversion Project for FY-1991.

In addition, we ask that the committee make a strong statement in the Appropriations bill that clarifies for the Office of Management and Budget and the Administration that Congress intends that this project represents a long-standing restitution to North Dakota that shall not be second guessed or subject to any reevaluation.

OPERATION AND MAINTENANCE- In prior years, the Office of Management and Budget has recommended annual budgets that failed to provide the level of funding required to adequately operate and maintain existing projects. Severe fiscal constraints have caused important Bureau maintenance items to be deferred. During initial periods of austerity, the process of prioritizing work and deciding which items are to be deferred is rather simple. A judgement is made on the basis of the consequences for not accomplishing the identified work. After several cycles of this decision

and prioritization process, the available fiscal resources gradually come to bear on crisis situations and the Bureau finds itself responding to emergency and breakdown maintenance.

In 1987, the Bureau of Reclamation recognized the critical nature of the backlog of operation, maintenance, and replacement work. They identified this problem as a top priority and developed a program to reduce the backlog. This program must be funded at the requested level if we are to prevent costly operational failures and unnecessary emergency maintenance.

It is important to note that Bureau of Reclamation project water users are required by law to reimburse the Federal Government for operation and maintenance expenditures within the year incurred.

We urge the Committee to support the $231.5 million being requested for the Bureau's Operation and Maintenance Program.

SMALL PROJECTS PROGRAM- The Small Reclamation Projects Act (PL 84-984) as amended and the Distribution System Act (PL 84-130) as amended provide models for nationwide programs which can effectively give urgently needed assistance to State and local agencies for the construction of new multi-purpose water resource projects; for the rehabilitation of similar already constructed projects; and for the meeting of modern needs and conditions including water, energy and environmental conservation, water quality control, and supplemental supplies to stabilize depleting groundwater basins.

Over the past few years, the level of funding for these important programs has continually decreased. These programs embody all the elements of quality water resources development: cost-sharing, conservation, and water management effeciency.

This year, the Administration has reduced this program by $27.9 million to only $5.7 million, its lowest level.

There exists a tremendous backlog of small projects whose project sponsors have made a considerable cost-sharing commitment. We believe these projects should be completed in a timely manner.

While we are not requesting additional funding in FY-1991, we would urge the Committee, in future years, to maintain a relatively constant level of funding for these valuable programs of approximately $50 million annually.

WATER SUPPLY DATA ACQUISITION- Prudent management of surface water in the western United States depends, in large measure, on water supply forecasts made cooperatively by the Department of Agriculture's Soil Conservation Service, the Department of Interior's Geological Survey, and the National Oceanic and Atmospheric Administration's National Weather Service; and on supporting data collection and analysis by those agencies through both manual and automated means from remote locations. These services provide a vital tool for flood control, river regulation, water supply, power generation, and other multiple use purposes of Federal reservoirs.

The Department of Agriculture's Soil Conservation Service administers a highly efficient and cost-effective cooperative Snow Survey and Water Supply Forecast Program which minimizes duplication and uses the latest advances in modern technology for the benefit of water users throughout the West.

The Department of Interior's Geological Survey measures and catalogues much of the available data defining the nation's surface and groundwater supplies needed to operate Federal and many state and local water supply systems. It is a highly professional technical and scientific organization on which water supply managers throughout the country have relied for many years.

The National Oceanic and Atmospheric Administration operates several satellite systems that provide communication as well as remote sensing functions vital to the health and safety of the general public as well as the management of water resources.

There continues to be persistent pressure to reduce the role of the Federal government in the area of hydrological data collection and weather forecasting. We believe that it is in the best interest of the country and in particular the managers and users of the nation's limited water resources that these three Federal agencies continue to perform these functions effectively.

We, therefore, urge the Committee to fund those of the aforementioned programs within its jurisdiction at a level that allows for efficient operation of this well coordinated program.

GROUNDWATER RECHARGE DEMONSTRATION PROJECT- The Groundwater Recharge Demonstration Project is a product of the High Plains States Groundwater Demonstration Program Act of 1983 (PL 93-434). This Program is important to the future of groundwater management. It will allow the Federal government and states to gain important knowledge of groundwater recharge, and understand its impact on replenishing our aquifers. We are supportive of the President's proposed funding level for this program and encourage the Committee to continue its support for the Groundwater Recharge Demonstration Project.

Mr. BEVILL. Yes, thank you very much. I am sorry that we are running a little behind schedule, but we will certainly consider your entire statement which will be in the record.

Mr. DONNELLY. I understand that perfectly, Mr. Chairman. I thank you.

WEDNESDAY, MARCH 28, 1990.

WEST VIRGINIA PROJECTS

WITNESS

HON. NICK JOE RAHALL II, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF WEST VIRGINIA

Mr. BEVILL. Next on our schedule is Mr. William J. Jones. Mr. Jones is not here.

The Chair recognizes our good friend and colleague, Congressman Nick Joe Rahall.

Mr. RAHALL. Well, let me try, Mr. Chairman.

Mr. BEVILL. Your prepared statement will be made a part of the record, and you may just summarize, if you want to.

Mr. RAHALL. Thank you, Mr. Chairman. I will do that.

I appreciate the opportunity to, of course, be before your subcommittee today. I am seeking funds for two very important water projects in my District. One would address our serious flooding problems that so often afflict my District, and the other would spur badly-needed economic development in southern West Virginia. I want to, of course, preface all of my remarks, Mr. Chairman, by thanking you for the assistance that you and members of this subcommittee, even the gentleman from Indiana, who have been to my District for so many years.

Mr. BEVILL. You are even willing to include him?

Mr. RAHALL. Yes, sir, I will. We do appreciate your help. You and I have talked about our economic development problems in West Virginia. We come from areas of the country that are afflicted by many of the same problems, especially in regard to our coal miners and our coal fields, and you know the difficulties that we are encountering in our Appalachian region today.

The requirements for Federal cost-sharing have wreaked havoc among many of our areas. At a time when we have had the highest levels of unemployment, we have seen revenue-sharing wiped out, we have seen various programs wiped out, and it just causes our State, local, and county units of government to wonder how they are going to make ends meet and come up with additional monies.

The two projects, Mr. Chairman, very quickly: The first is $400,000 to pay for the Federal cost-share of flood control measures along Krouts Creek in Huntington, West Virginia. This would affect about 200 residences, five businesses, three public buildings, et cetera.

The second project is the David Harris Riverfront Park, also located in Huntington, West Virginia. This request is for $1.1 million

to pay for the Federal cost-share of the expansion of this riverfront park.

It would provide recreation for our people along the Ohio River. It does receive visitors from all over the world, 309,000 visitors in 1987 alone, and it is a very big addition to our efforts to boost tourism in southern West Virginia as we seek to diversify our economic base and free ourselves from total reliance upon the coal industry for our economic base.

We have worked with the Army Corps of Engineers on both of these projects. They have devised an expansion plan along this riverfront park, and these projects have been discussed with them, and I am therefore making these requests of your subcommittee today.

Mr. Chairman, I conclude by thanking you again for this opportunity to be before you, and with your permission, I would like to submit the Corps of Engineers studies and other pertinent materials on these projects and would, of course, be glad to provide you and your staff any additional information you may require.

Mr. BEVILL. Without objection, those additional studies will be made a part of the record. We will certainly work with you and do the best we can.

Mr. RAHALL. Thank you, Mr. Chairman. Thank you.

[The statement of Hon. Nick J. Rahall and attachments follow:]

TESTIMONY OF

Congressman Nick J. Rahall

TO THE

House Appropriations
Subcommittee on Energy and Water Development

March 28, 1990

Mr. Chairman. I greatly appreciate the opportunity to testify before your subcommittee today. I would like to ask for your assistance in securing the funds necessary to complete two very important water projects: one project would address serious flooding problems, and the other would spur badly needed economic development in Southern West Virginia.

I would first like to request an appropriation of $400,000 to pay for the federal cost-share of flood control measures along Krouts Creek in Huntington, West Virginia. Krouts Creek flows through a densely developed residential area of west Huntington. There are approximately 200 residences in the 100-year floodplain of Krouts Creek. Additionally, five businesses and three public buildings including churches and schools are located within the floodplain area.

The Krouts Creek floodplain has received damaging floods several times over the past 25 to 30 years. During this time, residential growth has taken nearly all available land along the stream. Consequently, minor to serious flood damage to homes in this area has become an annual occurrence. The most recent damaging flood occurred in May and June of 1987 affecting 30 residences and 3 businesses with a total damage estimated to be more than $100,000. This prompted me and the Mayor of Huntington to request the assistance of the Army Corps of Engineers in developing a flood control plan.

The Huntington District Corps evaluated a number of flood control measures. In 1988 the Corps conducted a reconnaissance study which involved deepening and widening the channel and culvert replacement. Under the plan, 50% of the homes would be protected from a ten year flood and 30% would be protected from a hundred year flood. The total cost was estimated to be $620,000 with a Benefit-Cost Ratio (BCR) of 1.2. The city of Huntington agreed to pay 50% of the project cost.

Because of its size, this project requires no authorization. Ordinarily, such a project could be completed under the Corps' continuing authority. Unfortunately, the Corps conducted a subsequent re-evaluation in June 1989 and determined that the BCR was 0.78 at a total project cost of $931,000. A second re-evaluation conducted in November of 1989 determined that the BCR was 0.95 with a total cost of $721,000. This latest evaluation estimates the annual benefits to be $66,300 and the annual costs to be $69,500 yielding the 0.95 BCR. Consequently, the Huntington District Corps has made a negative recommendation to the Ohio River Division.

It is not clear to me why a consistent Benefit-Cost Ratio cannot be determined. However, one aspect of these evaluations that is consistent is that the difference between whether the ratio is favorable or not favorable is only about $4,000 a year on the cost side or the benefit side of the calculation. Because the project is small and only a few thousand dollars effects the Benefit-Cost Ratio so drastically, I do not believe that the BCR is terribly useful or important. If the Corps continued to evaluate this project, it may well find some savings that would yield a second favorable ratio.

What is important is that this project is of great significance to local home owners. Their homes and property are annually damaged by flooding. It is difficult to explain to them that their property cannot be protected from flood damage because the latest evaluation was off by a few thousand dollars and did not yield an appropriate Benefit-Cost Ratio. I believe they deserve the benefit of the doubt. The average total cost of the project as calculated by the Corps in these three evaluations is roughly $800,000. Therefore, I respectfully request an appropriation of $400,000, within the Corps' continuing authority, to put an end to this problem.

I would also like to request an appropriation of $1.125 million to pay for the federal cost-share of the expansion of the David W. Harris Riverfront Park, also located in Huntington, West Virginia. The Riverfront Park has successfully provided a recreation area which has greatly increased economic development in the Huntington region. In 1987 alone, the park received 309,000 visitors. The park is the site of numerous concerts and events, the operation of the West Virginia Belle has resulted in increased overnight stops by motorcoach tours, and in short, the availability of the riverfront park facilities has directly contributed to an improved regional tourist industry.

Increased tourism is of vital importance to my state. Although West Virginia has serious economic problems, one of its strengths is its natural beauty. Consequently, perhaps the state's top economic development priority is to increase tourism. Expansion of the Riverfront Park would greatly assist in promoting this strategy.

The Huntington District Army Corps of Engineers devised an expansion plan which indicates that a number of improvements are needed to relieve traffic congestion and increase the park's capacity. Among these are additional access roads, pedestrian walkways, overlooks, seating areas, parking facilities and the construction of a permanent dock that will provide a safe and modern docking facility for excursion boats, such as the Mississippi and Delta Queens. According to the plan, these improvements would cost approximately $2.25 million.

The Huntington District Army Corps of Engineers has advised me that under Corps policy, once a nonfederal cost-sharing sponsor is identified, such improvements are cost-shared at 50%. In the case of the Harris Riverfront Park, the authorities provided for the initial development of the park apply to any expansion of this area. Therefore, no further authorization is required for this project.

Huntington Mayor Robert Nelson has formally indicated to the Huntington District Corps that the City of Huntington is willing to act as the nonfederal cost-sharing sponsor. Unfortunately, under the present Administration, such projects are very low priority. Consequently, the Huntington District Corps has no plans to request federal funding for the expansion.

There is no question that this project would benefit West Virginia and help to the State's strategy of economic development through increased tourism. Therefore, I respectfully request an appropriation of $1.125 million in the operation and maintenance account for the engineering, design, and construction for the expansion of the David W. Harris Riverfront Park.

Thank you again for allowing me to testify before your Subcommittee today. I greatly appreciate your consideration of these two important projects.

DEPARTMENT OF THE ARMY
HUNTINGTON DISTRICT, CORPS OF ENGINEERS
502 EIGHTH STREET
HUNTINGTON, WEST VIRGINIA 25701-2070

REPLY TO
ATTENTION OF:
Planning Division
Plan Formulation

Oct 26, 1988

Honorable Nick J. Rahall, II
Representative in Congress
Attention: Mr. Bob Redd
343 Cannon Building
Washington, D. C. 20515

Dear Mr. Rahall:

I refer to your letter of October 13, 1988, regarding the status of our reconnaissance study which addresses flooding problems along Krouts Creek, in Huntington, West Virginia.

This study was conducted under the general authority of Section 205 of the 1948 Flood Control Act, as amended, at the request of the City of Huntington, West Virginia, to determine the feasibility of providing flood protection along Krouts Creek in Huntington. The study was formally requested by the City on July 24, 1987, and the reconnaissance study was initiated in September 1987.

Huntington District personnel met with Mayor Robert Nelson and his staff on September 29, 1988, to discuss the results of the reconnaissance study and determine the interest and support of the City regarding plan implementation. The city was informed that only one plan was determined to be economically feasible. This channel improvement plan along 0.4 mile Krouts Creek involves channel deepening, widening and bridge (culvert) replacement. This plan would protect 50% of the homes from a 10-year flood and 30% of the homes from a 100-year flood event. The total project cost is $620,000, which would be cost shared with the City. The benefit/cost ratio for this plan is 1.2 and is the only economically feasible plan.

Although city officials preferred a greater financial involvement by the federal government, they agreed to support the plan as the local sponsor. The Corps will complete and submit a reconnaissance report to our Division office in Cincinnati, Ohio, for review.

A Definite Project Report would then be prepared and if approved, the Corps and City of Huntington could budget for construction in FY 1990.

Sincerely,

THOMAS E. FAREWELL
Colonel, Corps of Engineers
Commanding

Krouts Creek Reconnaissance Study

Unlined Channel Plan

Item	Cost
* Channel Construction	$110,000
Bridges/Culverts (three locations)	185,000
Maintaining Traffic	35,000
* Diversion of Water	25,000
Relocations (Utilities)	65,000
Real Estate	105,000
* Environmental design & control	20,000
* Engineering, Design & Supervision	75,000
TOTAL COST	$620,000

* Federal Participation

Krouts Creek Reconnaissance

Issues/Problems

Physical

- No History of Major flood problems - inside floodwall
- Residential encroachment on small, realigned channel
- Three very restrictive bridges/culverts at city streets

Administrative

- Small drainage basin (May not meet Corps criteria)
- Majority of improvement costs (real estate, relocations, bridges) are local responsibility
- Corps benefits based solely on flood damages prevented

Krouts Creek Reconnaissance

Unlined Channel Plan

- Unlined trapezoidal channel (widening & deepening - 0.4 mile)

- Bridges/culverts (Hughes, Piedmont and Waverly)

- Flood level reduction: 100 yr flood - 1'
  10 yr flood - 3' (similar to 1987)

- Homes Protected - 50% protected against 10 yr flood
  - 30% protected against 100 yr flood

- Project Cost - $620,000

  Federal - $310,000
  City - $310,000

- Real Estate Required - 40 lots (easements & outbuildings)
  1 residence

- Benefit/Cost Ratio - Benefits 20% greater than cost, BCR=1.2

- This is only economically feasible plan

Jackson/ker/5766

1 FEB 1990

CEORH-PD-F

MEMORANDUM FOR: Commander, Ohio River Division

SUBJECT: Reconnaissance Study, Krouts Creek at Huntington, WV

1. Reconnaissance level studies for Krouts Creek at Huntington, WV, were initiated in August 1987. A negative Reconnaissance Report was submitted to your office in July 1989. A project re-evaluation was undertaken in August 1989 to determine if E&D and other costs could be reduced sufficiently to produce a feasible plan.

2. There have been changes by the City of Huntington that would reduce project benefits. The original estimate of annual benefits and costs contained in the Reconnaissance Report was $70,000 and $90,000, respectively, for a BCR of 0.78. The revised estimate of benefits and costs is $66,300 and $69,500, respectively, for a BCR of 0.95. The enclosed table summarizes project revisions.

3. Based on the results of project re-evaluation, it has been concluded that there are no feasible alternatives for improving Krouts Creek, and it is recommended that studies on Krouts Creek be terminated.

Encl

THOMAS E. FAREWELL
Colonel, Corps of Engineers
Commanding

ELBERFELD PD-F
CHRISTMAS 25
MATTHEWS EA 7
REYNOLDS DD/WTR
FAREWELL DE 2

FACSIMILE HEADER SHEET
(ER 105-1-3)

FROM (Name)	OFFICE SYMBOL	TELEPHONE NO.	RELEASER'S SIGNATURE		
Meade	PD-F	529-5766			
TO (Name)	OFFICE SYMBOL	TELEPHONE NO.	# PAGES	PRECEDENCE	DTG
Mike Saulsbury		202-225-9061	12		
SUBJECT					

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KROUTS CREEK PROJECT ESTIMATES

	June 1989 Reconnaissance Report	November 1989 Re-Evaluation
Project First Cost	$931,000	$721,000
Annualized First Cost	87,000	54,900
Annual O&M Cost	3,000	4,600
Total Annual Cost	90,000	59,500
Annual Benefits	70,000	66,300
Benefit Cost Ratio	0.78	0.95

DRAFT

KROUTS CREEK
HUNTINGTON, WV

RECONNAISSANCE REPORT

Huntington District
June 1989

KROUTS CREEK, HUNTINGTON, WV
RECONNAISSANCE REPORT

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EXHIBITS

1. Map of Study Area
2. Letter of Intent, City of Huntington

KROUTS CREEK, HUNTINGTON, WV
RECONNAISSANCE REPORT

1. Study Authority

This study has been conducted under the general authority of Section 205 of the 1948 Flood Control Act, as amended.

2. Purpose of Scope

The purpose of the Reconnaissance Report is to present the findings of the reconnaissance study and document the following tasks:

- Identification of problems, needs and potential solutions;

- Determination as to whether the planning studies should proceed into the feasibility phase based on Federal interest and economic feasibility.

- Assessment of the interest and support of the non-Federal sponsor for project implementation.

The study is focusing on the Krouts Creek flood plain within the corporate limits of the City of Huntington. Reconnaissance investigations have been carried to the extent that a determination can be made relative to Federal interest and feasibility of potential solutions.

3. Prior Studies, Reports and Projects

The only prior Federal investigation of the Krouts Creek area was a Flood Insurance Study by the Federal Insurance Administration in July 1979. The flood insurance study was for the City of Huntington in both Cabell and Wayne Counties under the authority of the National Flood Insurance Act of 1969 and the Flood Disaster Protection Act of 1973. The hydrologic and hydraulic analyses completed by the Huntington District for the Federal Insurance Administration have been used in the reconnaissance investigations.

There are no flood control improvements on Krouts Creek; however, the City of Huntington is protected by a flood wall and levee project (LPP) constructed following the 1937 flood along the Ohio River. Krouts Creek basin is inside the protected area and the storm discharge is pumped into the Ohio River when the LPP is being operated for flood control.

4. Study Area

Huntington is located along the Ohio River in the western portion of West Virginia near Kentucky. Most of Huntington is in Cabell County, but the Westmoreland section in which Krouts Creek is located is in Wayne County. Krouts Creek is a small tributary of Twelve Pole Creek which enters the Ohio River at mile 313.3. Krouts Creek drains nearly the entire Westmoreland section of Huntington, with a basin drainage area of about two square miles. A map of the Krouts Creek study area is shown on Exhibit 1.

The City of Huntington is protected from Ohio River flooding by a floodwall-levee project constructed by the Corps of Engineers following the disastrous 1937 flood. The lower 0.2 miles of Krouts Creek is in the designated ponding area for the pump station located where the stream flows through the levee.

5. Problems and Needs

Krouts Creek flows through a densely developed residential area of west Huntington. From the CSX railroad near the southern city limits, Krouts Creek meanders through residential areas, along property lines and between homes for about one mile, making several sharp bends before reaching the ponding area near the pump station. There are several locations where the channel has been filled with debris and rubble, in some instances because block walls which were built by property owners for bank protection have collapsed.

There are approximately 200 residences in the 100-year floodplain of Krouts Creek, nearly 10 percent of the total homes in Westmoreland. Additionally, five businesses and three public buildings including churches and schools are located within the floodplain area.

The Krouts Creek floodplain has received damaging floods several times in the last 25-30 years, during which time residential growth has taken nearly all available land along the stream. The largest flood for which there are available data occurred in July 1963. This event is generally considered to be the flood of record on Krouts Creek. Another damaging flood occurred in June 1979. Approximately twelve homes had first floor damages and about 35 residences had basement or other property damage.

The most recent damaging flood occurred in May and June 1987. Complaints by residents to city officials immediately following this flood prompted the Mayor of Huntington to request assistance from the Federal government in solving the flooding and internal drainage problems along Krouts Creek. The recent floods affected approximately 30 residences and 2 or 3 businesses in the Westmoreland area, with total damage estimated at more than $100,000.

6. Plan Formulation

a. Study Initiation - Following the flooding in West Huntington in June 1987, the Mayor of Huntington made a request to Senator Robert C. Byrd for Federal assistance in solving the flooding and drainage problems along Krouts Creek. Senator Byrd forwarded the City's request to the Huntington District (letter dated 25 Jun 87) asking that the District Engineer investigate the possible assistance of the Corps of Engineers in the matter. Huntington District and City of Huntington officials met in July 1987, and following a field trip determined that there was sufficient flood damage potential to warrant a reconnaissance level study. The City provided a Letter of Intent for local cooperation, dated 24 Jul 87 (Exhibit 2) and the reconnaissance study was initiated in September 1987.

b. Alternatives Evaluated - Snagging and clearing the Krouts Creek channel from the CSX railroad downstream to the ponding area near the pump station has been investigated. Hydraulic analysis of snagging and clearing indicated very little reduction in water levels for the 10-and 50-year floods.

and essentially none for the 100-year flood. Because this alternative is not effective in reducing flood levels, the annual flood damage reduction benefits are small, and the alternative is not economically feasible.

Construction of a flood control impoundment in the upper portion of Krouts Creek basin south of I-64 would disrupt and destroy most of the residential community as well as a golf country club. The potential impacts of such a development would be significant and so unacceptable to the residents and City officials that the alternative was not evaluated.

Average annual damage are estimated at approximately $200 per residence within the Krouts Creek study area, and are not sufficient to justify the cost of relocation or floodproofing of individual structures. Indications are that even if such measures were economically feasible, the social disruption in the community would be unacceptable to the affected residents. Consequently, this alternative was not given detailed evaluation.

Widening and deepening of the Krouts Creek channel along its present alignment is an alternative which was considered. To avoid major real estate acquisition and to minimize impacts to residences located very near the stream, a concrete channel with a flat bottom and vertical sides was investigated. This paved channel generally is within the limits of the existing stream banks with a few exceptions. The most effective channel project would extend from the CSX railroad downstream to a footbridge just below Waverly Road, a total distance of about 0.4 miles. The concrete channel bottom width would vary from 12 feet in the upper portion to 14 feet in the lower portion of the stream improvement. The plan includes construction of larger box culverts at Hughes Street and Piedmont Road, and the addition of a third culvert under Waverly Road. This plan has an estimated construction cost of nearly $1.5 million. Although there would be significant reductions in flood damages with this plan, the estimated annual benefits of $80,000 are insufficient to justify the construction cost, therefore the plan is not economically feasible.

A less costly means of increasing the discharge capacity of Krouts Creek was investigated. This alternative includes widening and deepening the existing channel and replacing the small, restrictive culverts under city streets. The project basically is an unlined trapezoidal channel with sheet piling placed along the banks at two locations to avoid the acquisition of residences located very near the stream. The channel improvement would began near the CSX railroad and extend approximately 0.4 miles downstream to a footbridge below Waverly Road, the same as the concrete lined channel. The current estimated cost of this plan is nearly $1 million and the annual benefits and costs are $70,000 and 90,000, respectively, for a BCR of 0.78.

Preliminary plans and cost estimates developed for this plan during the summer of 1988 indicated a total project cost of about $600,000. Using this cost in conjunction with preliminary benefit estimates, it appeared that the plan was economically feasible with a BCR of about 1.2. On this basis, the City of Huntington was informed in July 1988 that it was likely a feasible plan could be developed. Accordingly, the reconnaissance report would be completed and forwarded to the Ohio River Division recommending that the

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District undertake feasibility level studies. City officials said that although a more extensive plan is preferable, they would support the plan recommended by the Corps and agreed to be the local sponsor.

Subsequent to the briefing of City officials, a review of project cost was made by the District. This review resulted in a revised project cost of nearly $1 million, including an increase in E&D and S&A costs of about $250,000. Consequently, the annual costs now exceed the annual project benefits by more than 20 percent (BCR = 0.78) and the plan is no longer economically feasible.

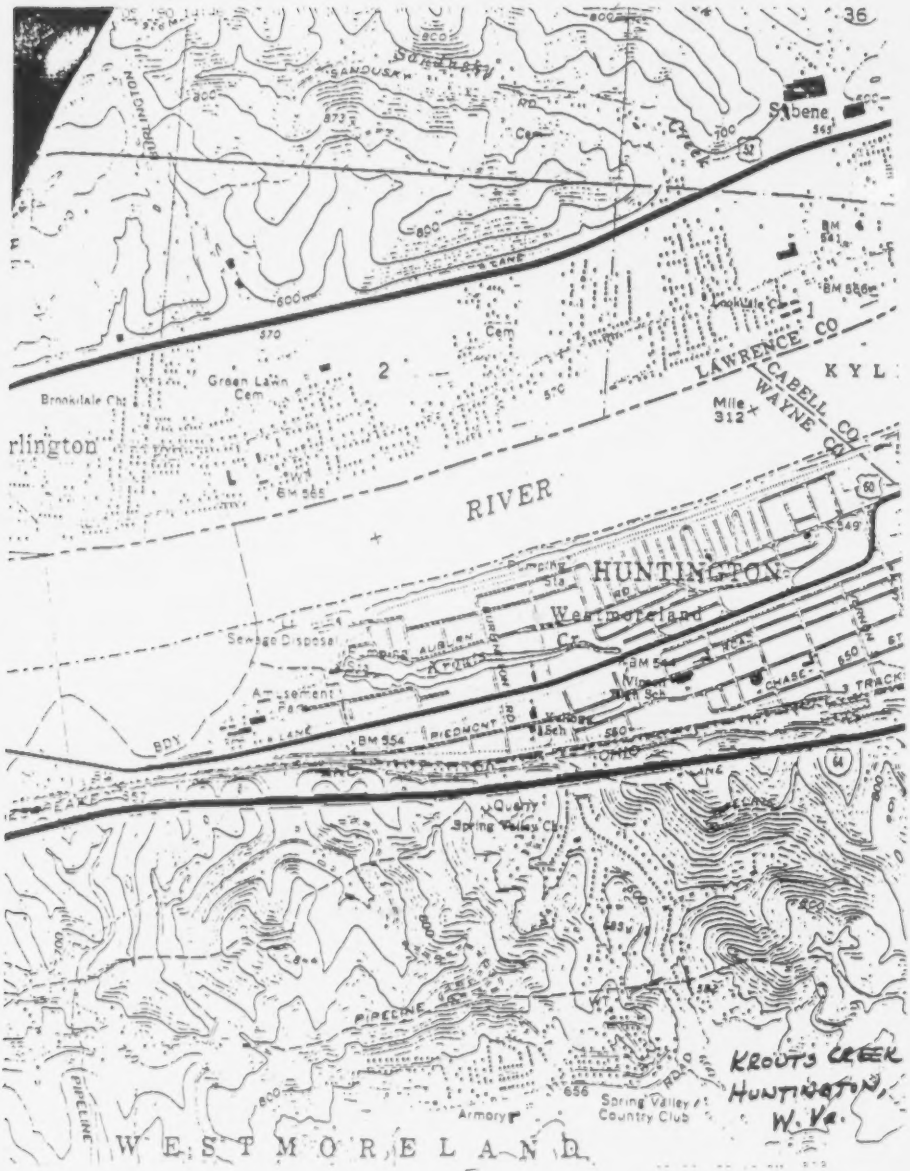
7. Conclusions and Recommendations

Reconnaissance level investigations have been conducted on Krouts Creek under the Corps continuing authority (Section 205 of 1948 FCA) to determine if any flood reduction measures are feasible. Three alternatives were investigated, including snagging and clearing and two channel improvement plans - a concrete lined channel and an unlined channel. The channel improvement plans included the replacement of three restrictive bridge culverts under city streets. None of the alternative plans are economically feasible.

Therefore, I recommend that no further flood control studies be conducted along Krouts Creek at this time under the Corps continuing authority.

Thomas E. Farewell

THOMAS E. FAREWELL
Colonel, Corps of Engineers
District Engineer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SUNDERLY
SANDUSKY
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KYL
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OHIO
BM 554
Quarry
Spring Valley Ch
PIPELINE
Armory
Spring Valley Country Club
KROUTS CREEK
HUNTINGTON, W. Va.
WESTMORELAND

GREENUP NAVIGATION POOL
OHIO RIVER

SUPPLEMENT NO. 4
TO
DESIGN MEMORANDUM NO. 34C - MASTER PLAN

RIVERBOAT DOCK - DAVID W. HARRIS RIVERFRONT PARK
Huntington, West Virginia

OCTOBER 1988

DEPARTMENT OF THE ARMY
HUNTINGTON DISTRICT, CORPS OF ENGINEERS
HUNTINGTON, WEST VIRGINIA

1. AUTHORITY

This supplement is submitted in accordance with paragraph 7.b. of ER1130-2-435, 30 December 1987, and ORDR 1105-2-2, 6 May 1982, concerning proposals for construction of additional recreation facilities at completed projects.

2. PURPOSE

The purpose of this supplement is to obtain approval for the development of a riverboat docking area at David W. Harris Riverfront Park in Huntington, West Virginia. This development is intended to provide safe, functional docking facilities for large, passenger riverboats and to expand river access and day-use activity areas at the park. All proposed land facilities will be the responsibility of the City of Huntington. The docking barge will be provided by a concessionaire through a sublease with the City.

3. LOCATION

David W. Harris Riverfront Park is an existing Huntington District public access site located adjacent to downtown Huntington at river mile 308.5 in the Greenup Navigation Pool, Ohio River. The proposed development is located approximately 900 feet downstream of the existing day-use facilities. The site is in an undeveloped portion of the park which is designated to accommodate future expansion. The land is owned by the Corps of Engineers.

4. PROPOSED FACILITIES

The development proposed in this supplement includes facilities for the docking and boarding of large passenger vessels at river elevations ranging from 515.0 (Normal Pool) to 530.0. Other facilities will consist of an access road, pedestrian walkways, overlooks, seating areas, stairs, a handicap ramp, 4 bus loading spaces, 26 car parking spaces, landscaping and utilities. A new gate opening in the Huntington floodwall will also be required to provide safe access to the dock and other future park expansion facilities. See Exhibit No. 1.

5. PROPOSED USES

The proposed development is intended to accommodate passenger boarding and overnight docking for excursion and cruise boats. The primary user of the docking facility will be Roberts River Rides. This company offers day and dinner excursions on the West

Virginia Belle which, through a sub-lease with the City, currently docks at temporary facilities in the park. The proposed dock will be able to accommodate at least two boats at the same time and will be available for use by other passenger boats, such as the Delta Queen, the Mississippi Queen and the P.A. Denny. The facilities will also serve as a temporary dock for the City's concert barge when it must be moved due to other park activities.

Other proposed facilities will provide pedestrian, car and tour bus access to the dock area. The development will also accommodate fishing, viewing the river, noon lunches by downtown workers, large event/festival activities and observation of community-sponsored boat races.

All proposed facilities will be available for use by the general public.

6. NEED

David W. Harris Riverfront Park has been very successful, both as a recreation area and as a factor in increasing economic development in the Huntington area. The park received an annual visitation of approximately 309,000 in 1987. The boat launch is heavily used, and numerous events and concerts are held at the park. Availability of the riverfront park facilities has directly contributed to an improved regional tourist industry. Operation of the West Virginia Belle has resulted in increased overnight stops by motorcoach tours, and attendance at the ten-day SummerFest and Regatta has climbed annually.

A new riverboat docking facility is needed at the park to relieve traffic congestion and to separate conflicting land and water uses at existing facilities. The new floodwall gate opening is needed in order to accommodate car and bus access to the dock and future expansion facilities. The new entrance will relieve traffic congestion at existing entrances and parking areas and maintain the pedestrian orientation of the rest of the park.

7. COST

Cost estimates for this development are shown in Exhibit 2.

8. OPERATION AND MAINTENANCE

The City of Huntington will be responsible for operation, maintenance and replacement, without cost to the Federal Government, of all facilities proposed in this supplement. The docking barge will be maintained and operated by Roberts River Rides through a sublease with the City.

9. RECOMMENDATIONS

The proposal made in this supplement is believed to be appropriate to satisfy demonstrated and anticipated demand and to provide a high quality, public service facility. Approval of the supplement is, therefore, recommended.

Thomas E Farewell

THOMAS E. FAREWELL
Colonel, Corps of Engineers
District Engineer

RIVERBOAT DOCK
David W. Harris Riverfront Park
Huntington, West Virginia

COST ESTIMATE
(4 October 1988)

DESCRIPTION	ESTIMATED 1/ AMOUNT
Site Preparation & Earthwork	53,200
Dredge & Spoil	280,800
Floodwall Opening w/ Stop Log Closure	565,000
Access Road and Parking	109,100
Walks & Overlooks	148,000
Riverside Retaining Wall	651,000
Dock Facilities	129,800
Docking Barge	By others
Utilities and Drainage	198,800
Site Furniture	41,700
Landscaping	27,400
Subtotal	$2,204,800
Environmental Protection	22,200
Subtotal	$2,227,000
Bid Bond	23,000
TOTAL CONSTRUCTION COST 1/ 2/	$2,250,000

1/ Cost includes contingencies.
2/ Cost does not include Engineering & Design or Supervision & Administration

Exhibit 2

U.S. ARMY CORPS OF ENGINEERS
Huntington District

RIVERBOAT DOCK MASTER PLAN SUPPLEMENT
David W. Harris Riverfront Park
Huntington, West Virginia

LINE ITEM QUANTITIES AND COST ESTIMATES
Date of cost estimate: 4 October 1988

DESCRIPTION	QTY	UNIT	1/ PRICE PER UNIT	1/ ITEM COST	1/ SUB TOTAL
SITE PREPARATION:					
Clearing & Grubbing	3	AC	2,700.00	8,100	$8,100
Earthwork:					
Unclassified Excavation & Fill	3,900	CY	5.00	19,500	
Borrow Material	3,200	CY	8.00	25,600	
				45,100	$45,100
Dredge & Spoil	21,600	CY	13.00	280,800	$280,800
	SITE PREPARATION SUBTOTAL				$333,000
FLOODWALL GATE OPENING:					
Remove 4-20' Monoliths; 60' Opening w. Stop Logs; Stop-Log Storage Bldg; (RR Relocation Not Included)	1	JOB	565,000.00	565,000	
	FLOODWALL GATE OPENING SUBTOTAL				$565,000
VEHICULAR AREAS:					
Access Road. 26 Car Spaces, 4 Bus Spaces:					
Asphalt Concrete Paving - 1" Wear; 1.5" Level; 8" Aggregate	4,200	SY	12.00	50,400	
6" Concrete Curb	2,500	LF	16.00	40,000	
Concrete Retaining Wall - 10' High	110	LF	170.00	18,700	
	VEHICULAR AREAS SUBTOTAL				$109,100

DESCRIPTION	QTY	UNIT	1/ PRICE PER UNIT	1/ ITEM COST	1/ SUB TOTAL
PEDESTRIAN AREAS:					
Walks & Overlook Pavement:					
4" Concrete Pavement	2,500	SY	28.00	70,000	
Concrete Stairs - 10' Wide	90	LF	250.00	22,500	
Handrails	180	LF	45.00	8,100	
				100,600	$100,600
Upper Overlook Walls:					
Concrete Retaining Seat Walls - 6' High; T.O.W. 18" above Pavement	180	LF	120.00	21,600	$21,600
High Landing Overlook Walls & Bridge:					
Concrete Retaining Wall - 12' High	80	LF	200.00	16,000	
3' Concrete Safety Wall w/ Railings	80	LF	60.00	4,800	
High Landing Bridge (Concrete Deck - 10'W x 15'L; Railing 4' High w/ Grill Work between 3 Rail; Locking Gate)	1	JOB	5,000.00	5,000	
				25,800	$25,800
Riverside Retaining Wall:					
PZ-27 Sheet Piling	26,500	SF	22.00	583,000	
Structural Steel - W8x40	1,100	LF	40.00	44,000	
1" Diameter Tie Bar	4,000	LF	6.00	24,000	
				651,000	$651,000
PEDESTRIAN AREAS SUBTOTAL					$799,000
DOCKING FACILITIES:					
Docking Barge	1	EA	By Others	0	
Mooring Cells (10' Dia. x 60' High)	2	EA	45,000.00	90,000	
Floating Mooring Bits	2	EA	15,000.00	30,000	
Single Wooden Piling - 60' High	2	EA	1,200.00	2,400	
Deadman & Tiebacks for Wooden Piling	2	EA	700.00	1,400	
Dock Bumpers - Oak Planks	500	LF	10.00	5,000	
Deadman in Bank at Turning Circle for Larger Boat Moorings	1	EA	1,000.00	1,000	
DOCKING FACILITIES SUBTOTAL					$129,800

DESCRIPTION	QTY	UNIT	1/ PRICE PER UNIT	1/ ITEM COST	1/ SUB TOTAL
UTILITIES:					
Dock Electric:					
Electric Line - 440 V. Underground	220	LF	85.00	18,700	
Mast & Aerial Electric Line (440 V) to Barge	1	JOB	20,000.00	20,000	
				38.700	$38,700
Site Electric:					
Electric Line - 220 V. Underground	1,300	LF	35.00	45,500	
Light Standards	20	EA	2,300.00	46,000	
				91.500	$91.500
Site & Dock Water:					
2" Waterlines	1,100	LF	13.00	14,300	
Quick Release Connection	1	EA	300.00	300	
2" Stop & Drain Valve	4	EA	150.00	600	
2" Gate Valve	1	EA	200.00	200	
8" Gate Valve	1	EA	1,000.00	1,000	
Water Fountain w/ Handicap Access	1	EA	1,600.00	1,600	
				18.000	$18.000
Sprinkler System for Trees & Slopes (600')	1	JOB	3,300.00	3,300	$3.300
Site Sewer:					
10" Sewer Line	620	LF	25.00	15,500	
Manholes - 6' depth	4	EA	1,800.00	7,200	
				22.700	$22.700
Site Telephone:					
Telephone Line - Underground	240	LF	5.00	1,200	
Pay Telephone	1	EA.	1,300.00	1,300	
				2,500	$2.500
Floodwall Utility Sleeves:					
4" Water Sleeve	100	LF	16.00	1,600	
12" Sewer Sleeve	100	LF	44.00	4,400	
2" Telephone Sleeve	100	LF	10.00	1,000	
				7,000	$7,000
UTILITIES SUBTOTAL					$183.700

DESCRIPTION	QTY	UNIT	1/ PRICE PER UNIT	1/ ITEM COST	1/ SUB TOTAL
DRAINAGE:					
Drop Inlet - Type 'B'	4	EA	1,600.00	6,400	
15" CMP	290	LF	30.00	8,700	
DRAINAGE SUBTOTAL					$15,100
SITE FURNITURE:					
Benches	35	EA	500.00	17,500	
Trash Receptacles	9	EA	200.00	1,800	
Bollards	32	EA	700.00	22,400	
SITE FURNITURE SUBTOTAL					$41,700
LANDSCAPING:					
Seeding	2	AC	2,000.00	4,000	
Topsoil - 4" depth	1,100	CY	14.00	15,400	
Large Deciduous Trees - 2 1/2 " cal.	32	EA	250.00	8,000	
LANDSCAPING SUBTOTAL					$27,400
				Subtotal	$2,204,800
			ENVIRONMENTAL PROTECTION		$22,200
				Subtotal	$2,227,000
				BID BOND	$23,000
TOTAL CONSTRUCTION COST 1/ 2/					$2,250,000

1/ Cost includes contingencies.
2/ Cost does not include Engineering & Design or Supervision & Administration.

CITY OF HUNTINGTON
WEST VIRGINIA

OFFICE OF THE MAYOR
City Hall — P.O. Box 1659 ZIP 25717
(304) 696-5540

Mayor Robert R. Nelson

October 20, 1988

Colonel Thomas E. Farewell
District Engineer
U.S. Army Engineer District, Huntington
502 Eighth Street
Huntington, WV 25701-2070

Dear Colonel Farewell:

This is in response to Mr. Sinozich's letter of October 7, 1988, which transmitted for our review and approval the Master Plan Supplement for the proposed Riverboat Dock on the Ohio River at David W. Harris Riverfront Park in Huntington.

We fully understand the plan presented in this supplement and find it to be acceptable as presented.

We are ready and willing to undertake this project or to be the nonfederal cost-sharing sponsor for development should the opportunity arise. Please take this letter to be a statement of our support and intent to work with you to bring this project to fruition.

Sincerely yours,

Robert R. Nelson
Mayor

RRN:D:acs

Exhibit 3

Mr. BEVILL. The committee will stand adjourned until 2:00.

WEDNESDAY, MARCH 28, 1990.

RED AND ARKANSAS RIVER PROJECTS

WITNESS

HARVEY BOLLINGER, EXECUTIVE DIRECTOR, REDARK DEVELOPMENT AUTHORITY

Mr. BEVILL. The committee will come to order.

Mr. Bollinger, the Chair recognizes you. You may proceed as you wish.

Mr. BOLLINGER. Thank you, Mr. Chairman.

I am Harvey Bollinger, Executive Director of RedArk Development Authority, a public trust in Oklahoma. Chairman Bevill and other subcommittee members, on behalf of the 19-member Board of Trustees of RedArk, I want to express our appreciation for this opportunity to meet again with you this year and testify before the committee.

I approach our testimony today with mixed feelings. We are sad that this will be the last time that we will testify before this committee with our Congressman, your distinguished colleague, Wes Watkins, as a member of the committee.

However, we are happy at the expectations of testifying next year with you along with Governor of Oklahoma, Wes Watkins, Governor Watkins. Although we cannot send you another Wes Watkins, we will commit to sending you someone to work with that is committed to Energy and Water resources.

That is easy for us to commit because our two choices are both qualified for this type of position. One is the grandson of the late Senator Bob Kerr, whom I believe you will remember. His is the home you stayed in on one of your trips to Oklahoma. Bob Kerr, the third, is currently the Lieutenant Governor of Oklahoma.

Our other alternative to filling the shoes of Congressman Watkins is Bill Brewster, who is currently a member of the Oklahoma House and is a rancher who has a ranch on the Red River. I know you have heard many things about that on this committee, and he has been a past chair of the Southwest Energy Council.

I have submitted my written testimony, so I am only going to highlight some very few points about the activities that we are talking to you today about. The first project that I would like to mention is McGee Creek Lake, and we would like to thank you in the committee for your support through the many years. The dam has been completed and the entire project is reaching its final point. We understand the Bureau has requested $500,000 in fiscal year 1991 to totally complete this project, and we support that request.

The next project that I would like to mention is also one that we have talked with you about before, and that is the Red River Basin Chloride Control Project.

We seem to be having some problems with the Corps of Engineers following the directions and intent of Congress with regard to

this project, although a favorable report on area VIII and other projects that have been constructed has been available since August of 1988. The Corps has not sought any budgetary funding to move forward with this project; in fact, they have testified before this committee it has a low funding priority in their view.

The Corps' reports indicate that this project must be totally completed for us ever to receive any significant benefits from the project. It is not a project that by taking 25 percent of the salt out of the river we can achieve 25 percent of the benefits.

We have to do all of the project to ever really get the total package of benefits. The Corps has spent millions of dollars over the past 30 years in planning, designing, and constructing a part of this project. If we do not finish the project, then our previous investments will have been waisted, and the documented benefits lost to future generations.

We are therefore asking for $7.5 million to be provided in fiscal year 1991 to start construction on some of the remaining areas, specifically area VI in Oklahoma, and areas VII and X in Texas.

The third activity I would like to talk about is the military use of the waterway. Over the past three years, during our testimony, we have reported to you the results of nine military movements which resulted from the initial test movement conducted on the McClellan-Kerr in 1986 by the Oklahoma National Guard and the Corps of Engineers Tulsa district, working closely with Mr. John Sparlin of the planning branch.

This past summer military history was made again. The second brigade of the 101st Airborne Division moved 693 pieces of equipment from Fort Campbell, Kentucky, to Fort Chaffee, Arkansas, and Camp Gruber, Oklahoma.

This was the first time since World War II that an active U.S. Army unit has used the waterway for a major movement. The Tennessee Valley Authority did a study on this movement and established that the cost savings to the government was $250,000 on this single movement alone by utilizing the waterways versus other modes of transportation.

Another particular movement that was very important and also made history was the 20th engineers' movement from Fort Campbell. This was an ocean-going movement that actually used an ocean-going barge. It also was the first military movement on the Tennessee Tombigbee Waterway.

I understand, Mr. Chairman, that you possibly had the opportunity to view that movement firsthand during that period of time, and I think you will agree with us that that is quite a feat. This new use of the waterway, we feel, is very important, not only from an economic standpoint, but also from a national defense standpoint.

The Tulsa district has completed the final design on a loading facility for the National Guard Bureau at Boudinot Safety Harbor near Camp Gruber, Oklahoma, on the McClellan-Kerr Waterway.

This is where the test movements began, where many of the continued activity terminates. We are asking for $400,000 in fiscal year 1991 to construct this facility. You can see the $250,000 savings the TVA showed resulted from that one movement is more than half of the total cost of this particular facility.

Not in my written testimony but something that has come to my attention very recently is I understand that a similar loading facility is needed at Fort Campbell so that they can continue to use the Tenn-Tom and other waterways as part of their movements.

Fort Campbell is one of the major users of the waterway program. Another area dealing with waterways that I know the committee is very familiar with and so I won't spend a great deal of time on is Lock and Dam Zero on the McClellan-Kerr Waterway, otherwise known as Montgomery Point Lock and Dam.

The Corps agrees that this was part of the original authorization. The Corps' own estimates show that we are losing $17.8 million annually because of lack of being able to utilize the waterway. The Waterway Users Board has expressed a view that it should be 100 percent federal funding, as the original project was, so therefore we are asking for $1 million to be provided in fiscal year 1991 to initiate land acquisitions for this particular project so that we can remove the navigation restrictions and protect the $1 billion public investment that has already been made in the McClellan-Kerr.

Another area that I want to quickly deal with is a water resource information and visitors center at Lake Eufaula, Oklahoma. In your appropriations bill in fiscal year 1988, $388,000 were appropriated to construct a facility for a water resource information and visitors center at Crowder Point, Eufaula Lake.

The next year in the fiscal year 1989 energy and water appropriations bill, you appropriated $500,000 increase for the operation and maintenance at Lake Eufaula for improvements to roads, utilities, and other facilities in the existing Crowder Point East Recreation Area.

RedArk Development Authority agreed to be the nonfederal sponsor on the visitor's center and information center project, and working with the Oklahoma legislature and the Oklahoma Department of Tourism and Recreation, we secured $388,000 for the nonfederal match in fiscal year 1989.

The Corps completed a study in November of 1986 which included a project design and cost estimate of $776,000 for this project. However, on November the 6th of 1989, the Corps presented RedArk with a local cooperative agreement which showed the building costs to be $1,358,000.

They had also took the $500,000 that you had appropriated for O&M funds for the roads and utilities and added that to the Crowder Point Project, saying it was a part of a total package, and also should be cost-sharing, raising the total cost of the project to $1,858,000, and asking for a non-federal participation of $929,000.

This is more than twice what the original cost-sharing agreement was, and we haven't even started the project yet. In addition, the LCA provides that the 50 percent cost-sharing partner does not have any significant rights and control of the project other than to comment on the project and that all control of the project lies with the government.

Given the Corps track record over the short history of this project and numerous other cost overrun examples, it would appear very dangerous to agree to allow them 100 percent control when you are paying 50 percent of the bill.

Do not believe that Congress intended cost-sharing to stop construction of water projects, but it appears to me the Corps seems to feel that that is purpose. We ask this committee to direct the Corps to spend the $500,000 operation and maintenance funds as directed in total federal costs and remove such from the cost of the information and visitor center project.

Another project that deals with cost overruns is Sardis Lake, Oklahoma. The access road from Sardis Lake to Daisy, Oklahoma is scheduled for completion in May of 1999. However, we understand that the Corps needs an additional $723,000 for what they call construction modifications to correct drainage problems and to compensate the contractor for unanticipated rock excavation and quantity overruns.

We have again here a prime example of the Corps inability to keep the cost of a project in line with its original proposal, which presents quite a problem in cost-sharing situations.

The final thing that I would like to mention is not in my written testimony also, but I would like to thank the subcommittee for its past support of the six agricultural commodity irradiators with the Department of Energy.

The Florida and Iowa facilities are under construction. However, again, DOE has not included additional funds in their fiscal 1991 budget for these projects. This is about the third year that this has occurred.

Last month my board voted to drop this project because of DOE's lack of interest. Mr. Chairman, I believe this is the most flagrant example of a federal agency's refusal to follow the directions and desires of Congress that I have seen in a long time. Our board was very interested in this project, but it appears to us that DOE isn't, and we are therefore going to back out as one of the local sponsors.

I appreciate the opportunity to appear before the subcommittee and testify again. If you have any questions, I will be glad to address those, and again, thank you.

[The statement of Mr. Bollinger follows:]

TESTIMONY

by

HARVEY BOLLINGER, EXECUTIVE DIRECTOR
REDARK DEVELOPMENT AUTHORITY

before

THE HOUSE APPROPRIATIONS SUBCOMMITTEE ON
ENERGY AND WATER DEVELOPMENT

HONORABLE TOM BEVILL - CHAIRMAN
CONGRESSMAN FROM ALABAMA

WASHINGTON, D. C.
28 MARCH 1990

REDARK DEVELOPMENT AUTHORITY
First National Center, Suite 103
3rd and Choctaw, P. O. Box 1650
McAlester, OK 74502
918/426-1879

TESTIMONY SUMMARY

PROJECT	REQUIRED ACTION BY COMMITTEE
1. McGee Creek Lake (BOR)	Fund $5000,00 to complete and $330,000 for O&M.
2. Red River Chloride Control (COE)	Fund $7.5 million to initiate construction on Areas VI, VII and X.
3. Military Use of Water Ways (COE)	Fund $400,000 for loading ramps at Boudinot Safety Harbor, OK.
4. Montgomery Point Lock and Dam O (COE)	Fund $1.0 million to buy land for construction.
5. Sardis Lake (COE)	Fund $725,000 to complete

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WATER • NATURAL RESOURCES • ECONOMIC DEVELOPMENT

Red Ark

REDARK DEVELOPMENT AUTHORITY

First National Center, Suite 103
3rd and Choctaw, P. O. Box 1650
McAlester, OK 74502
918/426-1879

Mr. Chairman and Committee Members on behalf of the 19-member Board of Trustees of RedArk, I want to express our appreciation for this opportunity to again meet with this committee. We consider it an honor and a privilege to testify before this committee because we feel that without a strong multi-purpose national water development program, many of the other important aspects of our country's future, including the nation's defense program are really being built on a very unstable foundation. We also consider it a responsibility to work with you and the committee.

The RedArk Development Authority (RedArk) is a public trust established under the laws of the State of Oklahoma for a 21-county area of East Central and Southeast Oklahoma. The name RedArk is derived from the fact that the area lies immediately between two major water resources, the Red and the Arkansas Rivers. The purpose of RedArk is to undertake the maximum potential development of the area's water and natural resources with the objective of obtaining the maximum potential economic and employment benefits for the people of that area. With this purpose in mind, RedArk is vitally concerned with the development of not only what we consider our area's most vital resource, but also the most vital resource of our great nation---WATER.

To achieve its principal purpose, RedArk has initiated a comprehensive, multi-purpose, resource development program. This effort includes a major water and energy program of hydropower development, water supply, recreation, flood control, water quality and other related activities.

RedArk is aware of the constraints on the Federal budget and have kept those constraints in mind as the following requests were developed. On behalf of the RedArk Board of Trustees and because of the far-reaching regional and national benefits addressed by the following projects, I urge the members of Congress to review the materials contained herein and give serious consideration to funding the projects requested.

WATER • NATURAL RESOURCES • ECONOMIC DEVELOPMENT

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McGEE CREEK LAKE

McGee Creek Lake was authorized for construction, operation, and maintenance in accordance with Federal Reclamation Laws by PL 94-123, September 28, 1976. McGee Creek Lake is located in Atoka County in Southeastern Oklahoma. McGee Creek is a northern tributary of the Red River. The damsite is about 3.4 miles above the confluence of McGee and Muddy Boggy Creeks. The project was authorized for water supply, flood control, and recreation. Construction began on the project in June 1982.

RedArk strongly supports continuation of this project, and the concept demonstrated in the project of maximum development of the local economy by maximum utilization of opportunities provided by the project's development. We recommend the members of the McGee Creek Authority continue to cooperate with the basin interests to fully develop the economic potential of this project for the benefit of the project area and the nation.

The dam is completed with the entire project originally scheduled for completion in FY 90. In order to complete this project on schedule and to fully realize the previous investment, RedArk is asking that $500,000 be provided to totally complete this project in FY 91. We also ask that the Bureau be instructed to utilize these funds entirely and only on the McGee Creek project. In addition we ask that $330,000 be provided the Bureau of Reclamation for operation and maintenance of this project in FY 91.

RED RIVER BASIN CHLORIDE CONTROL

The availability of an ample supply of clean water for use by the communities along the Red River has become an increasingly major concern of the millions of citizens residing in the basin. More and more, communities along the river are finding themselves faced with critical shortages of water for current as well as future use. Solutions being developed by individual communities are not only extremely costly, but in many cases, are leading to unacceptable rivalry between the states and communities along the river.

Because of this need for a reliable clean water supply for economic growth as directly related to agriculture, municipal, and industrial benefit, RedArk is vitally concerned with the control of the ten natural salt pollution areas within the upper Red River Basin.

We have actively supported the work of reducing man-made pollution of the river and have followed, with keen interest, the work of the Corps of Engineers in finding sources of natural salt pollution and devising ways of abating them.

Construction of a ring dike to test application of backhead as a means to suppress individual brine springs was completed at Estelline Springs, Texas, (Area V) in 1974. Today, the structure is operated as a permanent control installation and successfully contains approximately 80% of the total chloride load emitted from Area V.

Construction on Area VIII, which includes the Truscott Brine Lake, was begun in February 1977, and the Area VIII facilities were placed in operation in May 1987. Section 1107 of the Water Resources Development Act of 1986 (PL99-662) authorizes construction of the control measures at the remaining area (Area VI, VII, IX, X, XIII, XIV, and XV) at full Federal expense upon transmittal of a report to the Secretary of the Army, the Committee on Environment and Public Works of the Senate, and the Committee on Public Works and Transportation of the House of Representatives of a favorable finding of the effectiveness of the operation of Area VIII. This report was to be made by a five-member panel consisting of representatives of the U. S. Geological Survey and the Texas Water Commission, a person selected by the National Academy of Sciences, and two other qualified persons to be appointed by the Secretary with the concurrence of the Governors of Texas and Oklahoma. The panel performed a qualitative analysis to assess the improvements (reduction of chlorides) in water quality downstream of Area VIII to determine its consistency with the water quality assumed in the development of the project benefits by the economic reanalysis in the Corps of Engineers Memorandum No. 25 of 1980.

Based upon the Evaluation Panel Report completed in August of 1988, they concluded "that the control system at the Bateman Pumping Station (Area VIII) is operating better and more effectively than was predicted in Memorandum No. 25. Chloride removal during the test year actually exceeded projection, and the expected level of control over the anticipated life of the project is estimated to be at least 87

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percent, which again, exceeds projection." While I was employed by the COE-Tulsa District I was a member of the team which developed Memorandum No. 25; therefore, I am very pleased with the findings of the Evaluation Team.

Although a favorable report on the effectiveness of Area VIII has been available since August 1988, to date no funds have been included in the Administration's budget for this project. The Corps has stated in testimony before this subcommittee that this project has a low priority for Federal funding.

Mr. Chairman Memorandum No. 25 restated the Corps position that for the benefits of this project to be realized that the entire project must be constructed. Unless the total amount of salt to be removed by the project design is actually removed, the benefits will not result. Taking 25 percent of the salt out will not achieve 25 percent of the project benefits. The Corps has spent millions of dollars over the past thirty years on planning, design and construction of the chloride control program. If we do not finish this project then our previous investment will be wasted and documented benefits lost to future generations.

I therefore ask that $7.5 million be provided in FY 91 for the Corps to start construction of Areas VI, VII, and X and that the Corps be directed to complete the engineering and design necessary to start construction of Areas VI, VII and X during FY 91.

MILITARY USE OF WATERWAY

Over the past three years during our testimony we have reported to you the results of nine (9) military movements on the inland waterways which have occurred as a result of initial test movements conducted on the McClellan-Kerr in 1986 by the Oklahoma Army National Guard working with the COE-TD, particularly Mr. John Sparlin, Chief of the Economic and Social Analysis Branch of the Planning Division. This past summer military history was made again. The 2nd Brigade, 101st Airborne Division moved 693 pieces of military equipment from Fort Campbell, KY to Fort Chaffee, AR and Camp Gruber, OK.

This marked the first time since WWII that an active US Army unit has used the waterway for a major equipment movement. The movement was

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Red Ark

1760 miles round trip and included two tows, one with 19 barges, the other with 23 for a total of eight (8) million pounds. The material moved consisted primarily of trucks and other wheeled vehicles used to support the 2000 soldiers in the three-week Joint Readiness Training Command. Another first included the movement of two (2) UH-60 Blackhawk helicopters with their blades in place. A study done by the Tennessee Valley Authority established the savings of the waterway movement to be $250,000.

Another regular army that also made history was the 20th Engineers' from Fort Campbell, KY (Lock "C" on the Cumberland River) to Belize (Old British Honduros). This was the first military movement on the Tennessee-Tombigbee Waterway. I understand Mr. Chairman that you had the opportunity to view this movement first hand. It involved 112 pieces of equipment by a private vendor on one 75' X 230' ocean-going barge. This is the first such movement since WWII, possibly the first ever on such a barge.

The Tulsa District has completed the final design of a loading facility for the National Guard Bureau. This facility is to be located at Boudinot Safety Harbor, near Camp Gruber, OK at river mile 382. We ask that $400,000 be provided in FY 91 for the construction of this facility.

MONTGOMERY POINT LOCK AND DAM McCLELLAN-KERR, ARK RIVER NAVIGATION SYSTEM

We know that the members of the subcommittee are very familiar with the need for this project also known as Lock and Dam O. The Corps agrees that the project is part of the original authorization document. House Document 79-758, which was the basis for authorization of the project by Public Law 79-525, reflected a lock and dam near the mouth of the White River in the multi-purpose plan. Initial studies indicated this lock and dam would be required to provide sufficient depth over known sediment deposits in the White River Entrance Channel and for varying elevations of the Mississippi River. Subsequent to project authorization, and during detail design studies, this structure was deleted from the system, because the Mississippi River was considered very stable for the Entrance Channel's navigational needs.

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Red Ark

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More recent studies of the Mississippi River have indicated channel stabilization and other related works on the Mississippi River have lowered the stages on the Mississippi River at the entrance to the waterway. The Corps' own figures indicates that since 1980 there have been navigation restrictions on the White River Entrance Channel an average of 42 days per year. The Corps has estimated the economic impact to be approximately $425,000 per day for each day navigation restrictions are incurred on the entrance channel.

The Inland Waterways User Board expressed the view that the McClellan-Kerr Arkansas River Navigation System project was authorized at 100 percent Federal expense and that if the proposed Lock and Dam O were found to be economically feasible, it should also be at 100 percent Federal expense. Given the above information regarding economic impact such economic feasibility appears certain. Therefore, we ask that $1 million be provided in FY 91 to initiate construction of Montgomery Point Lock and Dam O to remove the navigation restrictions and protect the $1,044,000,000 public investment already made in the McClellan-Kerr System.

WATER RESOURCE INFORMATION/VISITOR CENTER
EUFAULA, OK

The Energy and Water Development Appropriation Bill for FY 88 provided $388,000 to construct a facility to serve as a Water Resources Information and Visitor Center at Crowder Point on Eufaula Lake, Oklahoma. The Energy and Water Development Appropriations Bill for FY 89 provided a $500,000 increase for operations and maintenance at Eufaula Lake for improvements to roads, utilities, and other facilities in the existing Crowder Point East Recreation Area.

RedArk Development Authority agreed to be the non-Federal sponsor on this project. RedArk working with the Oklahoma Legislative and Oklahoma Department of Tourism and Recreation secured $388,000 for the non-Federal match in FY 89.

The Corps of Engineers completed a study on November 16, 1988 which included a project design and cost estimate of $776,000. However, on November 06, 1989 the Corps

RedArk

presented RedArk with a draft Local Cooperation Agreement (LCA) which shows the building cost at $1,358,000. They have also added the improvements to the recreation area provided in your FY 89 bill to bring the total project cost to $1,858,000 and have ask the non-Federal sponsor for a total of $929,000. This is more than twice the original non-Federal cost share.

In addition, the LCA provides that the 50 percent cost partner have only the right to comment on the project but award of contracts, modifications or change orders, and performance of all work on the project shall be exclusively within the control of the Government. Given the Corps track record over the short history of this project and numerous other cost overrun examples, it would appear very dangerous to agree to allow them 100 percent control when you are paying 50 percent of the bill.

We ask that the committee direct the Corps to spend the $500,000 operations and maintenance funds as directed at total federal cost and remove such from the cost of the information and visitor center project.

SARDIS LAKE, OKLAHOMA

The access road from Sardis Dam to Daisy, Oklahoma is scheduled for completion in May 1990. We understand that an additional $725,000 is needed for construction modifications to correct drainage problems and to compensate the contractor for unanticipated rock excavation and quantity overruns. We ask that these funds be provided in FY 91.

CONCLUSION

Thank you, Mr. Chairman and other committee members for this opportunity to appear before you again this year. God be with you as you toil to serve our nation and its people.

REDARK DEVELOPMENT AUTHORITY
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Mr. BEVILL. Thank you very much.

At this point the chair recognizes our good friend and colleague, the next Governor of Oklahoma.

Mr. WATKINS. Thank you, Mr. Chairman. I am making that major announcement next week. Mr. Chairman, I listened carefully to the testimony. One of the things that maybe the committee in some way needs to get in touch with is these cost overruns, like the visitors center. It is kind of like the Arcadia Lake situation.

We had the major problem in Oklahoma of just fantastic overruns. There is no way local people can make their cost-sharing. They set certain amounts aside in the budget, and worked that out to match the $300,000, and all of a sudden the dang project is up close to $900,000. When the cost just skyrockets, that kills the participation, and so I think we have got to try to address that problem.

Mr. BEVILL. Is that the Corps' estimate of the cost?

Mr. WATKINS. Yes, sir. Yes, sir.

Mr. BEVILL. I think when the Corps slips up on it, that ought to be accepted as a federal responsibility.

Mr. WATKINS. That's right. Another thing, there is a road into the recreation area. They are wanting to add that to the amount that is to be cost-shared. This was a separate project. That was the intent of the committee, but the Corps is looking at it and saying the local people have to match the funds. So I may be offering some language to try to correct that.

Thank you. And I thank you, Harvey, for being here to testify.

Mr. BEVILL. You made a very good presentation.

WEDNESDAY, MARCH 28, 1990.

DEPARTMENT OF ENERGY PROGRAMS

WITNESS

TOM SMITH, CID, EXECUTIVE DIRECTOR, RURAL ENTERPRISES, INC.

Mr. BEVILL. Next we have Mr. Tom Smith.

Mr. SMITH. Mr. Chairman, as Executive Director of Rural Enterprises, Incorporated, I express sincere appreciation for this opportunity for our organization to appear before the committee.

Rural enterprises, REI, created in 1981 through the efforts of Congressman Wes Watkins, is a private, nonprofit, rural innovation center, if you will.

REI, headquartered in Durant, Oklahoma, which geography-wise is approximately 90 miles north of Dallas, Texas. The overall mission of REI is that of job creation within its service area. Initiated as a national demonstration model, this practical and innovative approach to economic development is a unique concept which has impact potential for rural development, we think, nationwide.

This mission of job creation is carried out by applying a combination of innovative economic development tools consisting of evaluation of new products and processes, innovation evaluation, the eval-

uation of new products and processes for licensing to existing manufacturers, incubation of businesses for a network of small business incubator facilities in conjunction with our Oklahoma Vo-Tech system, financial services assistance, providing venture capital to needy and qualified businesses within our service territory, and that of industrial recruitment and marketing of the region to new industry, above all, technology transfer, which is the key to a true rural innovation center.

We have been involved in rural job creation for virtually ten years. During this period it has developed management expertise and a support system to deliver an effective and efficient rural development program. REI works with several federal and state government agencies, including NASA, the Department of Energy, the Department of Agriculture, the Oklahoma Cooperative Extension Service, and the SBA Administration, also our Oklahoma Department of Commerce.

In January of 1989 the Department of Energy began a demonstration project through REI to bring together technology resources from DOE laboratories that are prime candidates for transfer to the private sector. Also in October of 1988 Rural Enterprises and the Central Industrial Applications Center, CIAC, merged. CIAC, a NASA federal laboratory, serves as a laboratory for business assistance and search data assistance to businesses.

The result of this merger has made our organization totally with 25 years combined experience in the field of technology transfer. CIAC brings an expanded territory also to the REI mission. Their service territory includes North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, and Texas.

An outreach program is in place with network of affiliates who serve as points of contact in each of these states for REI/CIAC search services. Through CIAC, information is available from NASA and DOE technical data bases and over 500 commercial data bases. We also have an internal system which supports the creation and maintenance of three linked data bases, including a technology data base, and industry data base and a local government data base.

REI personnel exist with industrial and technology transfer experience, which form the technology applications team. The applications team serves as an intermediary between the research scientists and private businesses. They provide the technical expertise necessary to help define problems and provide assistance to private industry in identifying and applying technology.

This assistance is essential to small businesses who are usually oriented toward production and marketing but lack research and development capabilities. Through the support of the DOE, rural enterprises has begun a program to commercialize DOE technologies by utilizing the experience and existing facilities currently available.

Three elements are necessary to continue in this program—the concept technology transfer must be marketed to small businesses. That is number one. Number two, a demonstration project must be carried out as a proof of concept example to industry, as a learning tool; and three, a continuing program of assistance must be avail-

able for the development and adaptation of technology to commercial application.

The first two elements have been initiated. Presentations by our field representatives promote the availability of DOE technologies and data is being assembled on the programs and expertise of the individual labs. On site observations of five DOE labs have been conducted also this year. At this time three technologies have been identified as potential demonstration projects.

Actual commercialization of these technologies, however, is contingent upon further DOE support. Rural enterprises has a history of innovative accomplishments in the field of technology transfer to small businesses and business incubator clients, which our business incubators, by the way, were in place years before they became a familiar concept as far as an economic development tool nationwide.

With continued financial and technical support from DOE, the survival of these proven concepts and promising ideas can be ensured. Traditionally, technology transfer efforts have emphasized the use of ready-made technologies available from the labs.

However, more efficient use of these technologies can be achieved through, one, the use of technical expertise and involvement of the laboratory people and the combination of technology from multiple laboratory sources to solve an industry problem or create a product.

These resources/opportunities can best be utilized by grant recipients. Additionally, REI has developed a computerized software program to match available technologies with its industrial clients' capabilities. With continued support this program can be expanded to include expertise of the laboratories beyond specific technologies.

An expanded program of lab visits and tech transfer interaction will encourage a rapport among REI, the industrial clients, and the DOE existing laboratories. REI, we feel, is in a prime position to combine technologies with its direct ties to both DOE, NASA, and also to USDA.

For example, one of the potential demonstration projects, a high-temperature dehumidifier for lumber drying, this project, in cooperation with Los Alamos National Laboratory, we are currently exploring its potential.

The project's aim is to make a significant reduction, by 25 percent or more, in the energy consumed in kiln drying of lumber. This new process would replace conventional heating and venting with a high temperature heat driven dehumidifier.

This technology's potential can use a less expensive power source, such as wood chips or wood scrap and operate at much higher temperatures, reducing the usual drying time.

Another REI assisted DOE-related project is that of Smokaroma, Incorporated, a small minority-owned company in the little community of Boley, Oklahoma.

This company, with an approved DOE grant of $75,000 as a demonstration, has created seven jobs in this small community, which by the way, its population, with the unemployment rate there, it reduced unemployment by percentage points within that small community.

This device passes an electric current through the meat, cooking it quicker than conventional methods. More emphasis should be placed on technology transfer to establish other small businesses, such as this. These business people have already proven themselves capable as entrepreneurs. Most of the commercialization of laboratory technology occurs when scientists leave the laboratory to begin their own businesses.

While some of these people are both capable scientists and business people, some of the most innovative of these people are not as we know business-oriented people to be. Because of the frequent divisions in interest and abilities of the entrepreneurs and the laboratory scientists, an interpreter is needed as an intermediary to make sure the needs of both parties are met.

The laboratories must be expected to contribute to the adaptation and development of technologies if both the laboratory and the industry are to receive the benefits of commercialization. Since a laboratory staff is not feasible, this process will be better served by selecting consultants on a project-by-project basis.

Expert consultants will be selected in a particular technology in the field of commercial application of this technology, which may be quite different from its originally intended application. The coordination of a program such as this, bringing together the entrepreneur, the laboratory scientists and the consultant we feel is best handled by an independent entity such as rural enterprises with contacts among all these groups.

REI would like to review also energy-related inventions that have gone through the DOE program and have not been picked up by a manufacturer as yet. We would also be of value to the Department of Energy by pre-screening the inventions that are submitted and offering an evaluation of their commercial and technical potential.

This would save the DOE time and expenses normally incurred when they send inventions to private consultants for review. Mr. Chairman, this project made possible through the Department of Energy would allow REI to continue its technology transfer efforts in an economically depressed area where they are most needed.

With this committee's assistance of continued funding at a level of $300,000 for fiscal year 1991, REI will be able to help its clients not only in Oklahoma, but the United States remain competitively economic. The attention being paid to this important area by Congress is greatly appreciated, and I thank you for this opportunity to appear before your Committee with these concerns.

[The statement of Mr. Smith follows:]

RURAL ENTERPRISES, INC.
TESTIMONY BEFORE
THE HOUSE APPROPRIATIONS SUBCOMMITTEE
ON ENERGY AND WATER DEVELOPMENT

MARCH 28, 1990

Witness:

Tom Seth Smith, Executive Director
Rural Enterprises, Inc.
Durant, Oklahoma

SUMMARY REQUEST

Rural Enterprises, Inc. requests continuance of the Department of Energy demonstration project. Knowing that technology transfer is not a short-term solution but a long-term investment, we need to continue this effort which would not only impact Oklahoma but other states with technology transfer needs.

The ultimate goal of global competitiveness and job creation can be seen from the Energy Related Invention's Program, sponsored through the National Institute of Standards and Technology, and the Department of Energy. Through assistance provided by REI, a new product is being manufactured by a minority-owned business in Boley, Oklahoma. Owner Maurice Lee developed the "Instant Burger," with a $75,000 DoE grant. This device passes an electrical current through the meat, cooking it quicker than conventional methods. Out of the many project given assistance by REI, this is the second to receive DoE funding. Another cooperative project for lumber drying through new technology development is underway with Los Alamos National Laboratory.

REI is already working with energy-related inventions and federal laboratories for the effective transfer of DoE technologies and development of new products and processes. Continued DoE funding is imperative for future opportunities as well as the completion of current projects. We respectfully request continuance of this demonstration project through an additional $300,000 for 1991 that will provide for even greater opportunities in this leading-edge field by maximizing the federal tax payer's investment through technology transfer and research and development resulting in new products, processes, and technologies.

Mr. Chairman, as Executive Director of Rural Enterprises, Inc. I express sincere appreciation for the opportunity to address this committee.

Rural Enterprises, Inc. (REI), created in 1981, is a private nonprofit rural innovation corporation. REI headquarters are in Durant, Oklahoma, which is approximately 90 miles north of Dallas, Texas. The overall mission of REI is that of job creation within it's service area. Initiated as a national demonstration model, this practical and innovative approach to economic development is a unique concept which has impact potential for rural development nationwide.

This mission of job creation is carried out by applying a combination of innovative economic development tools consisting of:

* Innovation evaluation, the evaluation of new products and processes for licensing to existing manufacturers,
* Evaluation of new products and processes for establishing them as solvent industries,
* Incubation of businesses through a network of small business incubator facilities,
* Financial services assistance, providing venture capital to needy and qualified businesses,
* Industrial recruitment and marketing of a rural region to new and expanding industries, and
* Technology transfer.

Rural Enterprises has been involved in rural job creation for virtually ten years. During this period it has developed management expertise and a support system to deliver an effective and efficient rural development program. REI works with several federal/state government agencies including NASA, the Department of Agriculture, the Oklahoma Cooperative Extension Service, the Oklahoma Department of Commerce, and the Small Business Administration. In January of 1989 the Department of Energy began a demonstration project through REI to bring together technology resources from DoE laboratories that are prime candidates for transfer to the private sector.

In October, 1988, Rural Enterprises, Inc. and the Central Industrial Applications Center (CIAC) merged. The result of this merger is an organization with over 25 years combined experience in technology transfer.

CIAC brings an expanded territory to the REI mission. CIAC's service territory consists of the central states are including North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, and Texas. An outreach program is in place with a network of affiliates who serve as points of contact in each of these states for REI/CIAC search services. Through CIAC information is available from NASA and DoE technical data

bases and over 500 commercial data bases. We also have an internal system which supports the creation and maintenance of three linked data bases, including a technology data base, an industry data base, and a local government data base.

REI personnel, with industrial and technology transfer experience, form the Technology Applications Team. The applications team serves as an intermediary between the research scientists and private business. They provide the technical expertise necessary to help define problems and provide assistance to private industry in identifying and applying technology. This assistance is essential to small businesses who are usually oriented toward production and marketing but lack research and development capabilities.

Through the support of the DoE, Rural Enterprises has begun a program to commercialize DoE technologies by utilizing the experience and existing facilities currently available. Three elements are necessary in this program: (1) the concept of technology transfer must be marketed to small business; (2) a demonstration project must be carried out, as a proof-of-concept example to industry and as a learning tool; and (3) a continuing program of assistance must be available through the development and adaptation of technology to commercial application.

The first two elements have been initiated. Presentations by our field representatives promote the availability of DoE technologies, and, data is being assembled on the programs and expertise of the individual labs. On-site observations of five DoE labs have been conducted this year. At this time three technologies have been identified as potential demonstration projects. Actual commercialization of these technologies, however, is contingent upon DoE support.

Rural Enterprises, Inc. has a history of innovative accomplishments including technology transfer to small businesses and business incubator programs which were in place years before they became a familiar concept. With continued financial and technical support from DoE, the survival of these proven concepts and promising new ideas can be ensured.

Traditionally, technology transfer efforts have emphasized the use of "ready-made technologies" available from the labs. However, more efficient use of these technologies can be achieved through: (1) the use of technical expertise and involvement of the laboratory people and (2) the combination of technology from multiple laboratory sources to solve an industry problem or create a product. These resources/opportunities can best be utilized by grant recipients.

REI has developed a computerized software program to match available technologies with industrial clients' capabilities. With continued support, this program will be expanded to include expertise of the laboratories beyond specific technologies. An expanded program of lab visits and tech transfer interaction will encourage a rapport among REI, the industrial clients, and the DoE laboratories.

REI is in a prime position to combine technologies with its direct ties to DoE, NASA, USDA, and other federal labs through the Federal Laboratory Consortium. For example, one of the potential demonstration projects, a high temperature dehumidifier for lumber drying.

In cooperation with Los Alamos National Laboratory we are exploring this potential demonstration project. The project's aim is to make a significant reduction (by 25% or more) in the energy consumed in kiln drying lumber. This new process would replace conventional heating and venting with a high temperature, heat driven dehumidifier.

This new technology potential can use a less expensive power source (such as wood chips/or scrap) and operate at much higher temperatures reducing the drying time.

Another REI assisted DoE related project is that of Smokaroma, a small company in the little community of Boley, Oklahoma that has created seven jobs as a result of technology transfer. Owner Maurice Lee developed the "Instant Burger" with a $75,000 DoE grant. This device passes an electrical current through the meat, cooking it quicker than conventional methods.

More emphasis should be placed on technology transfer to establish other small businesses such as this. These business people have already proven themselves as capable entrepreneurs. Much of the commercialization of laboratory technology occurs when scientists leave the laboratory to begin their own businesses. While some of these people are both capable scientists and business people, some of the most innovative of these people are not business oriented. Because of the frequent difference in interests and abilities of the entrepreneurs and the laboratory scientists, an "interpreter" is needed as an intermediary to ensure that the needs of both parties are met.

The laboratories must be expected to contribute to the adaptation and development of technologies if both the laboratory and the industry are to receive the benefits of commercialization. Since a laboratory development staff is not feasible, this process will be better served by selecting individual consultants on a project-by-project basis. Expert consultants will be selected in the particular technology and in the field of the commercial

application of this technology, which may be quite different from its originally intended application. The coordination of a program such as this -- bringing together the entrepreneur, the laboratory scientists, and the consultants -- is best handled by an independent entity such as Rural Enterprises, Inc. with contacts among all of these groups.

REI would like to review the energy related inventions that have gone through the DoE program and have not been picked up by a manufacturer. We would also be of value to the Department of Energy by pre-screening the inventions that are submitted and offering an evaluation of their commercial and technical potential. This would save the DoE time and expenses normally incurred when they send inventions to private consultants.

Mr. Chairman, this project made possible through the Department of Energy, would allow REI to continue its technology transfer efforts in economically depressed areas where they are most needed. With this committee's assistance of continued funding, REI will be able to help its clients and the United States remain economically competitive.

The attention being paid to this important area by Congress is greatly appreciated, and I thank you for the opportunity to present our request.

Mr. BEVILL. Very good.

The Chair recognizes Mr. Watkins.

Mr. WATKINS. I would just like to say there is some activity going on in new product development. They were talking about Smokaroma, which is in a small community, but they are literally exporting some of their products world-wide now, and it is just an example of the help that started here from this committee, and its assistance in helping provide support to seven families that would not have been there.

It is really, truly good meat, too. I have eaten some of it.

Mr. BEVILL. Very good.

WEDNESDAY, MARCH 28, 1990.

OREGON PROJECTS

WITNESS

HON. LES AuCOIN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF OREGON

Mr. BEVILL. I see our friend and colleague, Mr. Les AuCoin here. The Chair recognizes you at this time.

Mr. AUCOIN. Thank you, Mr. Chairman.

Mr. BEVILL. Your full statement will be made a part of the record.

Mr. AUCOIN. I appreciate that, Mr. Chairman.

I thank you for the opportunity to come before your subcommittee again this year. We have a duplicating problem in my office, so copies of my testimony, I understand, are not yet at the subcommittee.

I apologize for that, but let me just say, Mr. Chairman, how much I appreciate the sensitivity you and your colleagues on this subcommittee have shown to the particular and unique needs of the Pacific Northwest and my congressional district.

I think we can safely say that were it not for the attention you have paid, the sensitivity you have shown, the economic development of our region would not be what it is today, and I want to thank you for that. My requests today, Mr. Chairman, because you have been so good to us in the past, are few.

Therefore I can give you some good news, and that is that my statement will be short. This is a pre-shrunk list of requests. Therefore, I hope I get 100 percent support from the subcommittee. First and foremost, I urge you to add——

Mr. BEVILL. Some folks don't think much of this staff.

Mr. AUCOIN. First and foremost, Mr. Chairman, I urge you to add $7 million to the Bureau of Reclamation's construction appropriation to keep the Umatilla Basin project moving forward. Last year, as you will recall, the committee provided $650,000 for this project and directed construction to begin.

The Bureau has chosen not to follow this directive, your directive because funds are not included in the 1991 request. If this project is allowed to lapse, we will have another issue being argued out in

the court to nobody's satisfaction rather than being resolved on the ground to everyone's satisfaction, Mr. Chairman.

I urge you not to let that happen. We already have too many natural resources issues being slugged out in the Northwest Federal Courts, and I don't think we want to have yet another one, so, I would urge that the committee fund the $7 million to go along with what it funded last year and to keep that project moving forward.

My second request involves the installation of the juvenile fish bypass facilities at the Columbia and Snake River Dams. The Northwest delegation in general, myself in particular, Mr. Chairman, are very grateful to this committee for including $10 million for this work last year. We also appreciate the administration's request of most of the required funds in its 1991, fiscal 1991 budget.

After so many years of budget strike-outs by the administration, this administration in this request finally has hit a triple with the $15.8 million request that it has made.

What I am asking this committee to do is to knock that runner home from third base to home base. The administration's request may be reduced by $1 million by dropping the proposed mitigation study. To keep the program moving at the Dallas and Ice Harbor Dams, additions of up to $2.5 million for each site are required.

My third request is to add $1.1 million to the Corps of Engineers general investigations request of $100 million for studies on the feasibility of deepening the lower Columbia River Channel to 55-ft.

I know the Chairman has visited Astoria at the mouth of the Columbia. I know you understand, Mr. Chairman, the need in the Northwest for the deepening of that channel. This request is of a high order of importance because of the commerce that moves up and down that channel and the need to be current and be able to handle deep draft ships.

This committee got this study for the channel work going in fiscal 1990, and the seven Oregon and Washington ports that are operating in this study are eager now to press forward with the feasibility study as soon as possible.

Fourth, the North jetty at Tillamook has eroded by several hundred feet since work was done on it, and it will lose at least another 35 feet a year unless action is taken. I hope, Mr. Chairman, that you can add $3.5 million to the Corps' O&M budget so that we can at least cap the end of that troubled jetty now and consider restoration of the full jetty at some point in the future.

Finally, Mr. Chairman, I hope the committee can see its way to adding $250,000 to the Corps' general investigations budget for the reconnaissance phase of a study of the Columbia slough.

The Senate Environment Committee authorized the study in 1988, and I am eager to get the study initiated. Mr. Chairman, I indicated my list was short. I hope my statement was short. I want to thank you for this chance to testify before you again, and I want to thank you again for the help you have been to us in the past.

[The statement of Mr. AuCoin follows:]

STATEMENT OF THE
HONORABLE LES AuCOIN
SUBCOMMITTEE ON ENERGY
AND WATER DEVELOPMENT
HOUSE COMMITTEE ON
APPROPRIATIONS
MARCH 28, 1990

Mr. Chairman and Members, my requests are few so I will make my statement a short one.

First and foremost, I urge you to add $7 million to the Bureau of Reclamation's construction appropriation to keep the Umatilla Basin Project moving forward.

Last year, the Committee provided $650,000 for this project and directed that construction to begin. The Bureau has chosen not to follow this directive -- your directive -- because funds are not included in the 1991 request.

Mr. Chairman, we already have too many natural resource issues being fought out in the Northwest's federal courts.

If this project is allowed to lapse, we will just have another issue being argued over in court to nobody's satisfaction rather than being resolved on the ground to everyone's satisfaction. I urge you not to let that happen.

My second request involves the installation of juvenile fish bypass facilities at Columbia and Snake River dams. We in the Northwest delegation are grateful to this Committee for including $10 million for this work last year.

We also appreciate the Administration's request of most of the required funds in its 1991 budget. After so many years of budget strikeouts, the Administration finally hit a triple with the $15.8 million request.

I am asking this Committee to knock that runner home.

The Administration's request may be reduced by $1 million by dropping the proposed mitigation study. To keep the program moving at The Dalles and Ice Harbor Dams, additions of up to $2,500,000 for each site are needed.

My third request is to add $1.1 million to the Corps' General Investigations request of $100,000 for studies on the feasibility of deepening the Lower Columbia River channel to 55 feet.

This Committee got this study up and running in Fiscal Year 1990, and the seven Oregon and Washington ports participating in this study are eager to press forward with the feasibility study as soon as possible.

Fourth, the North Jetty at Tillamook has eroded by several hundred feet since work was last done on it, and it will lose another 35 feet a year unless action is taken. I hope you can add $3.5 million to the Corps' O & M budget so we can at least cap the end now, and consider restoration of the full jetty in the future.

Finally, I hope the Committee can see its way to adding $250,000 to the Corps' General Investigations budget for the reconnaissance phase of a study of the Columbia Slough. The Senate Environment Committee authorized the study in 1988, and I am eager to get this study initiated.

Thank you, as always, Mr. Chairman, for the opportunity to present to you my state's concerns.

Mr. BEVILL. We will certainly work with you, and I hope we will be able to comply with all your requests.

Mr. AUCOIN. As short as they are. Thank you, Mr. Chairman.

WEDNESDAY, MARCH 28, 1990.

COLUMBIA BASIN PROJECT

WITNESSES

HON. SID MORRISON, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF WASHINGTON

CHAN BAILEY, EXECUTIVE SECRETARY, COLUMBIA BASIN DEVELOPMENT LEAGUE

Mr. BEVILL. Next we have Mr. Chan Bailey. Your prepared statement will be made a part of the record. If you would like to just summarize, it will be all right, Mr. Bailey.

Mr. BAILEY. Okay, thank you, Mr. Chairman.

We also are from the Columbia Basin Project and want to thank you and your committee for past support. This year, our request is quite simple. We support the $3.9 million as proposed by the Bureau of Reclamation for the facilities portion of the Columbia Basin Project, but an additional $400,000 has become necessary for the preparation of a supplement to the draft EIS.

The public comment concerning the steelhead and salmon fisheries on the Columbia River that arose during those public comments last fall prompted a determination by the Bureau of Reclamation that a supplement would be the most adequate way to respond to those concerns.

The fiscal year 1991 budget had already been submitted prior to that decision, and so the supplement creating the need for the $400,000 increase in the project's budget became necessary.

The draft EIS that has been six years in the making by the Bureau of Reclamation addresses many things: ground water drawdown, water conservation, recreation, wildlife enhancement, crop diversifications, and markets and energy requirements, cost-benefit analysis, to name just a few; and the final EIS, when completed at the end of 1991, will be a very fine document, and the time and expenditure that has been put into it by the Federal Government and the State of Washington would make the additional $400,000 requested well-spent on that EIS.

It would become a document that would make a lot of decisions in that area, and one of the things that we are looking at is the management of the irrigation water and the storage reservoirs and how maybe they may be managed differently or manipulated so that the smaller effect is had on the Columbia River than there presently is.

With that, unless there is any questions, why, I just want to thank you again for listening to us and having us here today. Here is our friend Congressman Morrison.

Mr. MORRISON. Mr. Chairman, I am here to introduce Mr. Bailey, who is testifying.

Mr. BEVILL. We will be glad to hear you introduce him.

Mr. MORRISON. I would like to say, Mr. Foley and I share the Columbia Basin, which is a tremendous project, and we are delighted to have a number of public-spirited folks, and investment from the State of Washington, to express our interest in this.

Thank you for your support through the years.

[The information concerning Columbia Basin Project follows:]

Columbia Basin Project Delegation

March 26-28, 1990 Washington, D.C.

Chan Bailey, P. O. Box 715, Othello, Washington 99344
Executive Secretary, Columbia Basin Development League

Leo Fangman, 7452 Russell Road, Mesa, Washington 99343
Director, South Columbia Basin Irrigation District
Project Farmer

Rogers Neff, P. O. Box 612, Pasco, Washington 99301
Director, South Columbia Basin Irrigation District
Farmer in undeveloped portion of the Project

Lloyd Ottem, 1149 S. Lemaster Road, Othello, Washington 99344
Director, East Columbia Basin Irrigation District
Project Farmer

Richard Stevens, Route 1, Box 484, Soap Lake, Washington 98851
Director, Quincy-Columbia Basin Irrigation District
Project Farmer

Earl Terwilleger, P. O. Box 96, Warden, Washington 98857
Director, East Columbia Basin Irrigation District
Project Farmer

Stu Trefry, Assistant Director
Washington State Department of Agriculture
406 General Administration Bldg., Olympia, Washington 98504

Russell Wentworth, Route 1, 404-4 N.W., Ephrata, Washington 98823
Director, Quincy-Columbia Basin Irrigation District
Project Farmer

REGIONAL TRUSTEES
BRIAN BOYLE, Commissioner of Public Land, Olympia
TOM LIEDIKE, U.S. Bank, Moses Lake
DAVID ROBELEE, Agriculture & Forestry Education Foundation
RANDY STAUDACHER, Tri-City Industrial Development Council

EX-OFFICIO TRUSTEES
DICK ERICKSON, East Columbia Basin Irrigation District, Othello
WARREN TRAVIS, Manager, Quincy Columbia Basin Irrigation District, Quincy
MERLE GIBBONS, Manager, South Columbia Basin Irrigation District, Pasco
HON. E.G. "PAT" PATTERSON, Senator, State Legislature, Pullman
HON. FRANK (TUB) HANSEN, Senator, State Legislature, Moses Lake
HON. CURT SMITH, Representative, State Legislature, Ephrata
HON. GLYN CHANDLER, Representative, State Legislature, Moses Lake

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AREA TRUSTEES

Connell
DRMAN JOHNSON
JIM KUNDWORTH
DANA HERRON
LESTER LYLE
Ellensburg
MILTON JOHNSTON
Ephrata
DON RECKNAGEL
BILL ROBINSON
Lind
ALBERT GROSS
REID PHILLIPS
DAVE PANTER
Moses Lake
SAM CLARK
BERNARD ERICKSON
PAUL HIRAI
FRANK SHINN
*DUANE RAGSDALE
Othello
ROGER THIEME
MAX WEBB
Pasco
WISTAR BURGESS
JAMES O'CONNOR
ED WILLBORN
Ritzville
REX LYLE
JOE JANTZ
RANDY FRANZ
Tidelane
JOE TORTORELLI
Warden
STEVE CONNORS
ART RIGOR
LARRY ROSENBERG
JAKE WOHLMAN
Wenatchee
HU BLONK
Wilson Creek
GLADYS BECKER
*Treasurer

March 28, 1990

TESTIMONY TO

ENERGY AND WATER SUBCOMMITTEE OF APPROPRIATIONS

HOUSE OF REPRESENTATIVES

HONORABLE TOM BEVILL, CHAIRMAN

SCOPE OF TESTIMONY

FY 1991 BUDGET, DEPARTMENT OF THE INTERIOR

UNITED STATES BUREAU OF RECLAMATION

FOR THE COLUMBIA BASIN PROJECT IRRIGATION FACILITIES PROGRAM

INCREASE FROM PROPOSED $3,900,000 TO $4,300,000

SPECIFICALLY

$400,000 FOR A SUPPLEMENT TO THE

ENVIRONMENTAL IMPACT STATEMENT

WRITTEN TESTIMONY

FOR THE

COLUMBIA BASIN DEVELOPMENT LEAGUE

EAST COLUMBIA BASIN IRRIGATION DISTRICT

QUINCY-COLUMBIA BASIN IRRIGATION DISTRICT

SOUTH COLUMBIA BASIN IRRIGATION DISTRICT

This testimony supports the Fiscal Year 1991 budget of $3,900,000 as proposed by the Department of the Interior for the irrigation facilities portion of the Columbia Basin Project in Washington State.

An additional $400,000 has become necessary for the preparation of a supplement to the "Draft Environmental Impact Statement" that addresses development in the Columbia Basin Project. Public comment concerning anadromous fish issues in the Columbia River prompted a determination by the Bureau of Reclamation that a supplement would be the most adequate way to respond to those concerns. The FY91 budget had been submitted prior to the decision on the supplement creating the need for the $400,000 increase in the Project's budget.

The Draft E.I.S. addresses many concerns, including ground water drawdown, water conservation, recreation and wildlife enhancement, crop diversification and markets, energy requirements and cost-benefit analysis to name a few. The Final E.I.S. will be a very useful document when completed and the supplement is a necessary portion of that document. With the time and expenditure of Federal and State of Washington funds to date, the additional $400,000 would be well spent to assure completion of the E.I.S.

Your continued support and approval of the FY91 budget for the Columbia Basin Project will be appreciated.

Sincerely,

Chan Bailey

Chan Bailey
Executive Secretary
Columbia Basin Development League

EAST COLUMBIA BASIN IRRIGATION DISTRICT

P.O. Box E OTHELLO, WASHINGTON 99344 Phone 488-9671

March 9, 1990

Congressman Tom Bevill, Chairman
Energy and Water Development Subcommittee
2362 Rayburn Building
Washington, DC 20515

Dear Congressman Bevill:

The East Columbia Basin Irrigation District requests that the House of Representatives increase the President's proposed budget for the Columbia Basin Project for Fiscal Year 1991 by $400,000. This increase will result in a total budget for the Columbia Basin Project of $4,300,000. This amount compares favorably with past budgets of $5.21 million in FY 1990 and $4.33 million in FY 1989.

The additional $400,000 is necessary to prepare a supplement to the "Draft Environmental Impact for Continued Development of the Columbia Basin Project". The Draft EIS was completed and published on schedule in September of 1989. The Bureau of Reclamation has determined that a supplement will be necessary to satisfactorily address Columbia River anadromous fish issues raised during the public comment period. The FY 1990 budget proposal prepared by Reclamation provided for taking the EIS from draft to final. However, that budget, prepared prior to the public comment period did not foresee the need for a supplement to the draft. If the additional $400,000 is provided, Reclamation anticipates completion of the supplement, including additional public comment, by early in FY 1991. Filing of the final EIS can then be completed by the end of calendar 1991.

This proposed budget will also provide sufficient funds for construction of agricultural drains. The current need for drain construction is not nearly as widespread as it was in the earlier years of the Project. However, continuing drain construction, as the need arises, is vital to the long term sustainability of the Project.

The proposed budget also includes funds for improvements to existing recreational facilities at Scootney Reservoir. The public lands and lakes of the Columbia Basin Project have become a very popular regional outdoor recreation attraction.

Sincerely,

Rex T. Lyle

Rex T. Lyle
President

RTL/js

QUINCY-COLUMBIA BASIN IRRIGATION DISTRICT
TELEPHONE 787-2316 • POST OFFICE BOX 188
QUINCY, WASHINGTON 98848

March 19, 1990

Congressman Tom Bevill, Chairman
Energy and Water Development Subcommittee
2303 Rayburn Building
Washington, D.C. 20515

Dear Congressman Bevill:

In re: Fiscal Year 1991 Budget Request
For Columbia Basin Project

The Quincy District is one of the three districts comprising the Columbia Basin Project and is responsible for delivering federal water to approximately 250,000 acres. It is appreciative of this opportunity to present testimony in support of the President's budget request for the Project for Fiscal Year 1991.

The District is pleased to note that the proposed budget request includes funds for continued drainage construction. As you well know, failure to construct adequate drainage facilities to prevent lands from going wet seriously jeopardizes the ability of a District and its waterusers to pay the annual construction cost obligation owing to the United States.

The District is concerned, however, that the proposed budget does not include funds for completion of the Environmental Impact Statement pertaining to Project expansion. Additional funds in the amount of $400,000 are needed to prepare a supplement to the draft E.I.S. to address the topic of mitigation for anadromous fish in the Columbia River and other areas of concern that were expressed during the public review period of the draft E.I.S. Once this has been accomplished, work will continue toward a final E.I.S. scheduled for September 1991.

In view of the expenditure of funds heretofore appropriated and expended for the completion of the E.I.S., it appears to be uneconomic to fail to proceed to completion of the E.I.S. This is especially true in view of the cost sharing heretofore expended by the State of Washington in support of the E.I.S.

The District is supportive of the proposed Fiscal Year 1991 appropriation request but does urge that adequate funds be included in the budget to timely complete the E.I.S. pertaining to the contemplated Project expansion.

Sincerely,
QUINCY-COLUMBIA BASIN IRRIGATION DISTRICT

By: Steve Morris
Steve Morris, President of the Board
of the Board of Directors

"The Green Spot of the Columbia Basin"

South Columbia Basin Irrigation District

OFFICE: 402 WEST LEWIS STREET

TELEPHONE 547-1735 • P. O. BOX 1008 • PASCO, WASHINGTON 99301

March 21, 1990

Congressman Tom Bevill, Chairman
Energy & Water Development Subcommittee
2302 Rayburn Building
Washington, D.C. 20515

Dear Congressman Bevill:

On behalf of the Board of Directors of the South Columbia Basin Irrigation District, I am pleased to inform you and your committee that we support the President's Fiscal Year 1991 Appropriation request for the Columbia Basin Project in South-central Washington. We understand that the budget as proposed will support the following activities:

1.	Drainage Construction Program	$ 3,081,000
2.	Continued study of road and other instability problems in Franklin County, Washington	$ 225,000
3.	Completion of minimum basic safety and health facilities at Scooteney Park	$ 344,000
4.	Other ongoing miscellaneous work	$ 250,000
		$ 3,900,000

In addition to the proposed budget request the District would also request that an additional amount of $400,000 be appropriated. This amount is needed to prepare a supplement to the draft EIS to address the topic of mitigation for anadromous fish in the Columbia River and other areas of concern that were expressed during the public review period of the draft EIS. Once this has been accomplished, work will continue toward a final EIS for expansion of the Project which is scheduled for September 1991.

Again, we at the South Columbia Basin Irrigation District are supportive of the Fiscal Year 1991 Budget as requested and urge you to support the additional $400,000 appropriation.

For The Board of Directors

Shannon McDaniel
Secretary-Manager

SMD:jk

Mr. BEVILL. We will certainly work with you and do what we can.

Mr. BAILEY. Thank you.

WEDNESDAY, MARCH 28, 1990.

COASTAL OREGON PORTS

WITNESSES

WILBUR E. TERNYIK, PRESIDENT, PORT OF SIUSLAW COMMISSION
JIM RICE, COMMISSIONER, PORT OF SIUSLAW
ELLIE DUMDI, LANE COUNTY COMMISSIONER
JACK MADISON, COMMISSIONER, PORT OF TILLAMOOK BAY
DON BACON, PORT MANAGER, PORT OF GARIBALDI
MIKE CARNEY, PORT OF PORT ORFORD, OREGON
GREG BAKER, PORTS DIVISION, STATE OF OREGON
DON MANN, PORTS DIVISION, STATE OF OREGON

Mr. BEVILL. Next, we have Mr. Wilbur Ternyik. We are pleased to have each of you here, and I am sorry we have to limit you to five minutes, but maybe you all can spread it around pretty fast. How many of you are going to testify?

Mr. TERNYIK. I will speak for the entire group.

Mr. BEVILL. All right. Every one of your statements, though, will be made a part of the record.

Mr. TERNYIK. Thank you.

Mr. Chairman, my name is Wilbur Ternyik. I am President of the Port Commission of the Port of Siuslaw at Florence, Oregon. I am also Chairman of the Maintenance Dredging Committee for the Oregon Coastal Zone Management Association, which is comprised of 36 units of government on the coast, seven coastal counties, soil-water conservation districts, coastal cities and ports.

I have other people with me here today I would like to introduce. On my right, Ellie Dumdi, County Commissioner from Lane County, Oregon.

Mr. BEVILL. Pleased to have you with us again.

Mr. TERNYIK. Commissioner Jim Rice, who is a Port Commissioner with the Port of Siuslaw at Florence; Jack Madison, Port Commissioner from the Port of Tillamook; Don Mann, also a Port Manager of the Port of Garibaldi.

In the back of the room we have also here to support us from the State of Oregon, Greg Baker, who is the Manager of the Ports Division from the State of Oregon; his assistant, Don Mann, and Mike Carney, sitting right behind me representing the Port of Port Orford.

I will summarize the statement.

Mr. BEVILL. I see you brought all your big guns with you. Their names will be put in the record also.

Mr. TERNYIK. We do have additional testimony from other people who can't be here.

Mr. BEVILL. Well, it is impressive when anybody travels 3,000 miles each way, a total of 6,000 miles, to testify, and we certainly are aware of that. We know of your keen interest.

Mr. TERNYIK. We are here to support the Corps of Engineers' fiscal year 1991 budget request for $8,399,000 for operation and maintenance dredging of Oregon's 14 coastal ports, including the Corps' commitment of two weeks dredging by the hopper dredge Yaquina at the Chetco River, Port of Brookings Harbor.

I am also submitting for inclusion in the record a letter from Oregon's Governor, Neil Goldschmidt, to Senator Mark Hatfield, dated March 19, 1990, supporting continued Corps maintenance dredging of all Oregon coastal ports.

His leadership in setting this State policy has been instrumental in bringing back Oregon's coastal economy from the near-depression conditions of the early and mid-1980s. Continued Corps maintenance dredging is vital in sustaining this economic recovery.

Currently, the Maintenance Dredging Committee of OCZMA, in cooperation with the Oregon Ports Division is working to identify and analyze the short and long-term solutions associated with possible future budgetary constraints.

All Oregon coastal ports are participating in this effort. This study effort proposal by Senator Mark Hatfield was funded by the Ports Division, Oregon Economic Development Department.

We, again, extend our sincere appreciation for this committee's careful examination of our budget request for Federal funding that allows the coastal ports of Oregon to realize the benefits that accrue as a result of the earlier channel and jetty improvements approved by this committee.

We firmly believe that the current system Congress uses to examine and to fund these coastal projects is working well, and should be continued in the future. One additional remark I would like to make is we have these three ports: Port of Port Orford, Port at Chetco, and also the one that Congressman AuCoin mentioned, the problem at Port Tillamook.

We would like to go on record as commending the Portland District of the Corps of Engineers for trying to solve these problems within their current budget constraints, and we appreciate it. We also appreciate very much the opportunity to appear here.

[The statement of Mr. Ternyik and attachments follow:]

STATEMENT OF

Wilbur E. Ternyik, President, Port of Siuslaw, Oregon
and
Chairman, Oregon Coastal Zone Management Association, Inc. (OCZMA) Maintenance Dredging Committee

before the
Senate Appropriations Subcommittee on Energy and Water Development
and the
House Appropriations Subcommittee on Energy and Water Development
on March 28, 1990

supporting the
$8,399,000.00 included in the Corps of Engineers' Civil Works Budget Request
for Operation and Maintenance Dredging of the Oregon Coastal Public Ports

---

Mr. Chairman:

My name is Wilbur Ternyik. I am President of the Commission of the Port of Siuslaw, Oregon and Chairman of the Maintenance Dredging Committee of the Oregon Coastal Zone Management Association, Inc. (OCZMA) . OCZMA is an association of thirty-six (36) units of local government, consisting of the seven coastal counties and soil and water conservation districts and coastal cities and ports. I am accompanied here today by Siuslaw Port Commissioner Jim Rice; Commissioner Ellie Dumdi, Board of Commissioners of Lane County, Oregon; Commissioner Jack Madison, Port of Tillamook Bay, Oregon; and Don Bacon, Port Manager, Port of Garibaldi, Oregon.

We are here to support the Corps of Engineers' Fiscal 1991 budget request for $8,399.000.00 for Operation and Maintenance dredging of all Oregon's fourteen (14) coastal ports, including the Corps commitment of two weeks dredging by the hopper dredge, theYaquina, at the Chetco River, Port of Brookings Harbor.

I am also submitting for inclusion in the record a letter from Oregon's Governor Neil Goldschmidt to Senator Mark Hatfield dated March 19, 1990, supporting continued Corps maintenance dredging of all Oregon coastal ports. His leadership in setting this state policy has been instrumental in bringing back Oregon's coastal economy from the near depression conditions of the early and mid 1980's. Continued Corps maintenance dredging is vital in sustaining this economic recovery.

Oregon's coastal public ports provide one of the largest sources of economic enterprise and recreational opportunities for coastal counties and communities, as well as safe and effective passage of waterborne commerce to the open ocean and Pacific Rim. This is emphasized in our Governor's testimony when he states, "Throughout my term I have worked to encourage creation of new jobs outside Oregon's metropolitan centers, as I know you have in the Congress. Corps dredging is one of the few services that the Federal government realistically can provide that offers economic hope to these smaller coastal communities. If the Corps creates unreasonable thresholds for these communities to meet in order to qualify for maintenance dredging, the decline in smaller coastal harbor communities--in Oregon and elsewhere--will be hastened."

Currently, the Maintenance Dredging Committtee of OCZMA, Inc., in cooperation with the Oregon Ports Division, is working to identify and analyze the short and long-term solutions associated with possible future budgetary constraints. All Oregon coastal ports are participating in this effort. This study effort, prompted by Senator Mark Hatfield, was funded by the Ports Division, Oregon Economic Development Department.

We again extend our sincere appreciation for this Committee's careful examination of our budget request for Federal funding that allows the coastal ports of Oregon to realize the benefits that accrue as a result of earlier channel and jetty improvement projects approved by this Committee. We firmly believe that the current system Congress uses to examine and to fund these coastal projects is working well and should be continued in the future.

Thank you.

Wilbur E. Ternyik, President, Port of Siuslaw
and
Chairman, OCZMA, Inc. Maintenance Dredging Committee

NEIL GOLDSCHMIDT
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310-1347

March 19, 1990

The Honorable Mark O. Hatfield
U.S. Senator
711 Hart Senate Office Building
Washington, D.C. 20510

Dear Mark:

On March 28, 1990, the Subcommittee on Energy and Water Development will be accepting public testimony on the U.S. Army Corps of Engineers FY 91 O&M budget. Over the past several years, I have voiced my concerns on the importance of maintenance dredging for the Oregon coastal ports, as well as the Columbia River. I will continue to reiterate that a Federal decision not to dredge these ports is a decision to close them to further economic activity. As I travel up and down the coast and meet with community leaders, I also am told again and again how much they value your ongoing contributions to enhancing their local economies through convincing the Corps to continue maintenance dredging.

A strong FY 91 Corps commitment to maintenance dredging in the Corps budget is important so that our state's coastal dredging needs can be met. I certainly am aware of the budgetary pressures under which you and your colleagues on the Appropriations Committee must approach the spending needs of this nation. Competing claims for a fair share of the FY 91 budget far exceed what reasonably can be provided. Tough choices lie ahead for the Congress. Your personal commitment to reorder national spending priorities is one with which I think most Oregonians agree. Appropriations in the military budget not vital to insuring an adequate defense is money that could be used to revitalize our state's infrastructure.

Throughout my term, I have worked to encourage creation of new jobs outside Oregon's metropolitan centers, as I know you have in the Congress. Corps dredging is one of the few services that the Federal government realistically can provide that offers economic hope to these smaller coastal communities. If the Corps creates unreasonable thresholds for these communities to meet in order to qualify for maintenance dredging, the decline in smaller coastal harbor communities--in Oregon and elsewhere--will be hastened.

At this hearing, I also hope that several new projects that are in the planning phases, such as the Coos Bay and the Columbia River channel deepening projects, will be supported with the necessary planning dollars. These new projects will be vitally important to Oregon in our efforts to continue to develop our port infrastructure. International trade is important to Oregon and is represented by the fact that we have a positive trade balance with our commodity flows. If we are to continue to be competitive and a contributor to solving the national trade deficit, these projects will be critical.

In this letter, I have chosen to look at the impact of curtailing existing maintenance dredging or new project work in the Federal budget, rather than to examine each port-specific amount and assessing its adequacy. You will hear directly from our fellow Oregonians on the specific budget numbers as they impact on their own port. Instead, I have chosen to stress the impact on Oregon coastal communities, and on the rest of our state, if maintenance dredging is curtailed even more. It is difficult for people in OMB and in the Corps to look at spending issues in a framework broader than their specific budget numbers. In this case, however, I hope you can convince them of the importance of dredging in a broader context. You have my support in this effort.

Thank you for your consideration of my views on this important issue to our state. I hope these comments will be a part of the official hearing record.

Sincerely,

Neil Goldschmidt
Governor

NG:gbs

CURRY COUNTY OREGON BOARD OF COMMISSIONERS

Rocky McVay T.V. Skinner David F. Werschkul

BOX 746 GOLD BEACH, OREGON 97444 (503) 247-7011

Mack Arch on the Curry Coast

March 23, 1990

Honorable Tom Bevil, Chairman
Subcommittee on Energy and Water Development
United States House of Representatives
Washington, D.C. 20515

Dear Mr. Chairman:

This letter is to record our support and understanding for the Corp of Engineers proposed program to provide necessary and adequate annual maintenance dredging of the southwestern Oregon navigation projects on the Chetco, Rogue and Coquille rivers, and at Port Orford, in fiscal year 1991 at a level of dredging of the fiscal year 1990 program.

While there is a difference in the fiscal year 1991 Civil Works Budget Request to congress for funding of Operation and Maintenance of the Chetco and Port Orford projects from the congressionally appropriated funds for these two projects for fiscal year 1990, it is our understanding that the Portland district will provide the normally scheduled dredging of these two projects in fiscal year 1991 based of course, on need.

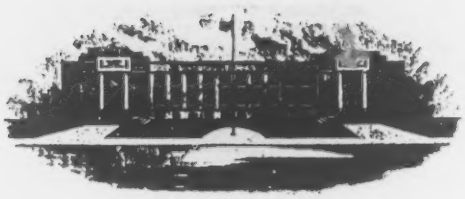
Since congressional budget additions or directions were necessary in recent years for adequate maintenance dredging of the Rogue and Coquille rivers and Port Orford project, we have asked acknowledgement and confirmation of the Portland district's proposed dredging program for fiscal year 1991.

Sincerely,

Rocky McVay

Rocky McVay, Commissioner

pc: Port Commissioner Wilber Ternyike, Chairman Dredging Committee Oregon Coastal Zone Management Association



COMMISSIONERS
I.A. Lane
R.B. Miles
K.M. Burdick

(503)842-3403

Tillamook County
Land of Cheese, Trees and Ocean Breeze

FAX 842-2721

BOARD OF COMMISSIONERS
Tillamook County Courthouse
201 Laurel Avenue, Tillamook, Oregon 97141

March 21, 1990

House and Senate Subcommittee
on Public Works

Ladies and Gentlemen:

The Tillamook County Board of Commissioners supports the testimony of OCZMA for the purpose of obtaining funds for the current plan to dredge the channel in Garibaldi harbor, in Tillamook County, Oregon.

Our sparsely populated county needs the funding for this project to aid in enhancing the fishing industry, thereby upgrading the economy of Tillamook County and, in a small way, the economy of the State of Oregon.

Thank you very much for your consideration.

BOARD OF COUNTY COMMISSIONERS
FOR TILLAMOOK COUNTY, OREGON

Ida A. Lane
Ida A. Lane, Chairperson

Kenneth M. Burdick
Kenneth M. Burdick, Vice Chairman

Robert B. Miles
Robert B. Miles, Commissioner

CC: Port Commissions

PORT
OF TILLAMOOK BAY

March 19, 1990

Honorable Tom Bevill, Chairman
House Subcommittee on Energy and Water Development
U.S. House of Representatives
Washington, D.C.

Dear Mr. Bevill:

The Port of Tillamook Bay wishes to express its support for the proposal by Oregon Coastal Zone Management Association for dredging of the channel into Tillamook Bay to its proper depth as well as dredging of the harbor at the Port of Garibaldi (formerly Port of Bay City).

We also urge the U.S. Army Corps. of Engineers to address the issue of restoration of the North Jetty to Tillamook Bay. The jetty is eroding at a rate of 200 feet per year and presents a hazard to proper navigation.

Sincerely,

Ken Bell

Ken Bell, Chairman
Port of Tillamook Bay

KB/LL/bt

PORT OF TILLAMOOK BAY, 4000 BLIMP BLVD., TILLAMOOK, OREGON 97141 • 503/842-2413 • FAX NO. 503/842-3680

BOARD OF COMMISSIONERS
Steve Cornacchia
Ellie Dumdi
Jack Roberts
Bill Rogers
Gerald Rust, Jr.

Lane County

March 22, 1990
WP bc/co/00030/M

Wilbur Tarnyik
OCZMA
Box 1033
Newport, OR 97365

Dear Wilbur:

As another budgeting period is upon us, I thought that I might offer some personal and professional insight on the maintenance dredging of Oregon ports. Access to the Pacific Ocean by Oregonians is a matter near and dear to me individually and as a County Commissioner representing various recreational and commercial coastal interests.

As you know, my father, Pete, wrote the outdoor column for the Eugene Register Guard for over 35 years. Crossing the Siuslaw bar to fish for salmon was a passion of his and I was introduced to the sport by him 30 years ago. Our summers have always been filled with these salmon forays and I now own my own craft, purchased primarily for this purpose. Dad taught me to navigate, but his main emphasis was always on having a healthy respect for the power of that ocean. I was on the jetty the summer the Beluga charter broke apart on the bar and have witnessed the destruction that can occur there when natural or navigational conditions are not conducive to crossing.

Annual reduction of sand accumulation is imperative for safe travel to and from our ports. Whether sport or commercial, each craft and passenger deserves safe passage. Recreational and commercial fishing is important to both coastal and valley communities alike. From lodging, to vessels, to equipment and to jobs our ports provide significant economic benefit and value to Lane County residents. The importance of maintenance dredging to the entire spectrum of ocean use cannot be overstated.

Thank you for your tireless efforts in convincing federal agencies to maintain historic levels of dredging. Good luck with the year's efforts and if there is anything I or the Board of Commissioners can do to assist your endeavors please do not hesitate to ask.

Best regards,

Steve Cornacchia
Lane County Commissioner

SC:md

c: Board of County Commissioners

Statement of

David Tilley, Commissioner, Port of Port Orford, Oregon
before
Senate Appropriations Subcommittee on Energy and Water Development
and the
House Appropriations Subcommittee on Energy and Water Development
on March 28, 1990
supporting the
$8,399,000.00 Army Corps of Engineers Operation and Maintenance Budget for Oregon's coastal ports that includes for Port Orford $105,000.00 for contract winter dredging and a committment from the Corps to provide the dredger "Sandwick" in the summer to dredge to the authorized depth of 16'.

Mr. Chairman,

Greeting from the beautiful south coast of Oregon. My name is Dave Tilley, and I represent the Port of Port Orford, one of 14 coastal ports. On behalf of the residents of our district, I respectfully request that the Congress keep Port Orford and the other ports open by approving C.O.E. proposed budget request for $8,399,000.00 for Operations and Maintenance dredging for Oregon coastal ports. This budget includes $105,000.00 for winter contract dredging and a committment from the Portland District Commander to provide the dredger "Sandwick" in order to keep Port Orford dredged to its authorized depth of 16' in the summer time.

The tax and social security returns generated by port activity make the dredging investment in Oregon ports by the federal government substantially gainful. However, this gain could be easily be turned into a tremendous assistance obligation were dredging to be discontinued.

Additionally, the timber industry is suffering because of the lack of supply, and therefore, the commercial fisheries provide one of few ways that an able-bodied man or woman can earn a living in coastal Oregon. These fisheries are currently thriving, and need to be supported.

The Port of Port Orford is working with the Oregon Coastal Zone Management Association and the Oregon Economic Development Division to develop long-term solutions to coast-wide shoaling problems, and are confident that solutions can be found.

Additionally, the Corps of Engineers and the Port of Port Orford are currently working together on environmental studies designed to develop a less expensive and more efficient alternative to the current dredging methods, whether it be the construction of an east jetty, a sand-by-passing system, fluidization or jetty removal.

Thank you for your capable help in the past help and for allowing me to make these statements to you.

Sincerely,

Dave Tilley
Port Orford Board of Commissioners

Mr. BEVILL. Well, we are pleased to have each of you with us, and the letter from the Governor to Senator Hatfield, we will be put in the record, too.

Mr. TERNYIK. Yes. Thank you.

Ms. DUMDI. Thank you, Mr. Chairman. Thank you for your continued support.

WEDNESDAY, MARCH 28, 1990.

COLUMBIA RIVER PORTS

WITNESS

ROBERT L. WOODELL, EXECUTIVE DIRECTOR, PORT OF PORTLAND, OR

Mr. BEVILL. Next on the schedule would be Mr. Tom Trulove. He is not here yet. So we will recognise Mr. Robert Woodell. Your full statement, Mr. Woodell, will be made a part of the record. You may proceed as you wish.

Mr. WOODELL. Good afternoon, Mr. Chairman. Thank you.

I am Bob Woodell. I am the Executive Director of the Port of Portland in Oregon. Today, though, I am here representing six other lower Columbia River ports: The Ports of Astoria and St. Helens in Oregon, as well as the Ports of Kalama, Longview, Vancouver and Woodland in Washington.

In the interest of time, I will do the best I can here to summarize my statement to make it very brief. Before I begin, I want to express appreciation to this committee for the strong support that they have shown over the decades for the Columbia River system, most recently it has helped provide the funding to build the new lock at Bonneville, which was a major bottleneck in the system.

To continue development of the river system and keep it competitive in the next century, the seven ports I represent are requesting your approval of $1.2 million in the fiscal year 1991 Energy and Water Development Appropriations bill. This will fully fund the Federal Government's share of the feasibility study to investigate improving the existing 40-foot channel and deepening it to 45 feet. That is five feet deeper.

The feasibility study needs to proceed without interruption so that authorization and construction of the project can be completed before the turn of the century. Vessels already calling our ports are sailing at drafts up to and exceeding the authorized 40-foot channel depth due to innovative systems that we have installed to maximize the capacity.

Even larger ships are on order for the next century. We will not be able to accommodate these new vessels without deepening the channel. Failure to deepen the channel will harm the Pacific Northwest and, we believe, the whole country. The Northwest will lose its main economic artery, the Columbia River, and the United States will lose a strong net export gateway to world markets.

Our request would continue the successful 100-year partnership between the lower Columbia River ports, the Corps of Engineers, this committee, and Congress. That partnership began in 1890 with

a study defining the work needed to provide the first 25-foot channel from the Pacific Ocean all the way to Portland and Vancouver, Washington, and it continues today with the existing 40-foot channel and an up-river lock and dam system that extends 465 miles up river all the way to Lewiston, Idaho.

Investing in the Columbia River, we believe, is a bargain for the Federal Government, as well as the region. The 40-foot channel and the 55-foot bar in the Columbia River were completed and built on-budget, and have required less maintenance than was originally expected.

In addition, the tonnage and ship sizes are greater than was expected. We believe it represents a success story for the Federal partnership of Congress and the Corps that has developed with the local ports to maximize the benefits. Those benefits, we believe, are more than just the cost-benefit formulas, but it is a different kind of benefit which is the human benefit.

We believe that it is people's lives, real jobs, real people that are at stake here, and these improvements are really needed on the Columbia River so that the communities in our region can continue to grow into the next century.

I will close with the observation that I believe this project will benefit not us so much but our children and our grandchildren, because it is what will allow the Pacific Northwest to stay competitive economically past the year 2000.

It is a centerpiece of our growth. We believe it is a positive view of the future. We are appreciative of the fact that you will consider this. We thank you for the time.

[The statement of Mr. Woodell follows:]

TESTIMONY OF ROBERT L. WOODELL,
EXECUTIVE DIRECTOR, PORT OF PORTLAND, OREGON
BEFORE THE ENERGY AND WATER DEVELOPMENT SUBCOMMITTEE
OF THE
HOUSE COMMITTEE ON APPROPRIATIONS
MARCH 28, 1990

Good afternoon Mr. Chairman and members of the Committee.

I am Bob Woodell, Executive Director of the Port of Portland, Oregon. Today I am also representing six other lower Columbia River ports in Oregon and Washington.

I am here on behalf of these ports to voice our appreciation for the strong support this Committee has shown over the decades as the Columbia River system has developed, and to request that you include full funding for a channel deepening feasibility study in the 1991 Energy and Water Development Appropriations bill.

In my testimony, I will provide additional details about our funding request, and I will describe the shipping and cargo trends that lead us to the inescapable conclusion that a deeper channel is needed on the Columbia River, if U.S. products exported via our river system are to compete in the next century.

Seven Ports In Two States

I am before you today as the representative of the seven deep-draft ports located on the main navigation channel of the lower Columbia River. Besides the Port of Portland, these ports include, in Oregon: the Port of Astoria and the Port of St. Helens; and in Washington: the Port of Kalama, Port Longview, the Port of Vancouver, and the Port of Woodland. In 1988, more than 2,300 ocean going ships carrying 36 million tons of cargo valued at $11.6 billion called at the private and public facilities located at these ports. This continued a 20-year trend that has seen cargo volumes double on the lower Columbia River.

Feasibility Funding Request

We have a single request: Full funding in the FY 91 Energy and Water Development Appropriations Bill of the federal government's share of the feasibility study to investigate improving the existing 40-foot navigation channel in the lower Columbia River by increasing its depth to 45 feet.

Thanks to the work of this Committee last year, the reconnaissance phase of this investigation is fully funded and is under way. It is scheduled for completion at the end of this calendar year. We are requesting full funding of the feasibility study in this year's bill in order to obtain uninterrupted workflow of the study process, and to assist us in securing the non-federal share of feasibility study costs.

Under the Water Resources Development Act of 1986 and its accompanying regulations, costs of the feasibility study are to be shared equally by the federal government and non-federal interests. The total estimated cost of the study is $2.4 million. The Administration included $100,000 in its FY 91 Corps budget request for start-up of the feasibility phase. We, therefore, are asking the Committee to approve the Administration's request and an additional $1.1 million to fully fund the federal government's share of the study. This will make our task of securing the non-federal match easier, by indicating the federal government's commitment to this project, and highlighting the fact that the non-federal share would be the only hurdle before the project moves ahead.

Nation needs Columbia River exports

The ports I represent, the communities they serve, and the economy of the Pacific Northwest need this feasibility study, and the channel improvements we are confident it will recommend. A navigable river system is the only way the products from our region and beyond will continue to remain competitive on world markets. Economies of scale already are bringing larger, deeper draft vessels into the Columbia River. All indications are that this trend will continue.

We know of only one way to meet this demand and keep products in the Pacific Northwest and our hinterlands competitive. That is to build and maintain a navigation channel that can handle the larger vessels in use today and on order for the future. Otherwise, the Pacific Northwest, long known for its forests and agricultural abundance, and now also known as an emerging high-tech center, could be left barren, as its economic lifeblood, the Columbia River, becomes less and less competitive internationally. Given our continuing trade deficit, we must not allow this nation to be without the strong, net-export system we enjoy on the Columbia River.

A 100-Year Partnership

Let me now turn to a brief history of the Columbia River's navigation system--the 100-year partnership between the federal government and local interests that have built it, and the creative ways we have all found to make sure it is used to its full capacity.

In 1890, the Portland District, U.S. Army Corps of Engineers, completed a study defining the work needed to provide a 25-foot channel from Astoria to Portland. A year later, in 1891, the Port of Portland was created by the Oregon Legislature, for the sole purpose of dredging the 25-foot channel. The Corps' District Engineer was authorized to serve as a consultant to the Port, and was completed in 1893. Thus, the Port of Portland, the Corps and Congress through this Committee have had a century-long constructive partnership.

Over the years, this partnership has seen successful authorization and construction of two more channel improvements: deepening to 35 feet, completed in 1950; and construction of the existing 40-foot channel, dedicated in 1973.

Benefits Of An Integrated System

The main lower Columbia River navigation channel is one part of a total system. The main channel serves as the system's gateway, accommodating the largest, ocean-going vessels. But those of us on the lower river never forget the importance of the lock and dam system on the river's upper reaches. That this system exists, and is being improved today, is testament to the wisdom and foresight of this Committee and the Congress.

In all, eight locks and dams extend the upriver barge system 465 miles inland to Lewiston, Idaho. This system was completed in 1975, and by the end of that decade, had exceeded all cargo volume projections for the year 2000.

In addition to critical flood control, one purpose of these dams and attendant locks is to serve navigation, allowing tugs and barges to carry products up and down the river. Other benefits include providing water for irrigation and generating electrical power for the region. In return, crops--often irrigated with water from these same federal reservoirs--and some manufactured goods are moved by barge to lower Columbia River ports where they are loaded on ocean-going vessels and shipped to world markets. It's truly an integrated system.

This interdependence binds Lewiston, Idaho, to Kalama, Washington, and Astoria, Oregon. It ties the farmers and ranchers in Eastern Oregon and Washington, or in Idaho and Montana, to the longshoremen and shipping clerks at our lower Columbia River ports.

Most recently, this Committee has demonstrated its recognition of this relationship, with its approval of funding for the new Bonneville Lock. The new lock will remove a bottleneck in river navigation and allow more efficient use of the entire lock system.

Maximum Capacity Through Innovation

Just as we are pleased to see the upriver lock system exceeding projected cargo volumes, we are just as proud of the work we have done on the lower river to obtain maximum utilization of the existing 40-foot channel. The reconnaissance study, and our request today for the federal share of the feasibility study funding, are not premature. The existing channel is reaching its capacity, and ships are moving safely due to some creative actions we have taken.

In addition to the 40-foot channel, the lower Columbia River is also served by a federally authorized 55-foot channel at the mouth of the river (know as "the bar"). The 40-foot channel and the 55-foot bar have been remarkably successful projects. They were built on budget, maintenance dredging has been far less than predicted on both projects, and tonnage and ship size have exceeded projections by substantial margins. This has been accomplished through a "real time river level reporting system," known as LOADMAX, that was intiated by the ports and completed with the cooperation of the Corps and the National Weather Service of NOAA.

LOADMAX has allowed the seven deep-draft ports on the lower Columbia River to achieve the impressive cargo volumes I mentioned earlier: 2,300 vessels served in 1988, with 36 million tons of cargo valued at $11.6 billion. The river system has historically been dominated by grain and forest product exports reflecting the resource based economies of Oregon, Washington, Idaho, and the hinterland states to the east. In recent years, containerized cargo and automobile imports, as well as miscellaneous bulk exports, have become important additional components of lower Columbia River international trade.

LOADMAX was conceived in 1983, when Peavey Grain Company was completing an export elevator at the Port of Kalama, Washington, and needed 39-foot sailing drafts to load Panamax ships to 50,000 metric tons to be competitive in certain Asian feed grain markets. The lower Columbia River ports proposed the idea of a real time river level reporting system, including the concept of a predictive river level model. After initial work on the concept was completed by the ports, the federal agencies came forth and, in cooperation with the ports, compiled the hardware and software systems making up the present LOADMAX system. The system has been a success and, vessels are using it to sail regularly at freshwater drafts up to 39 and 40 feet.

Even with the innovative LOADMAX system, however, we have reached the maximum capacity of the existing river channel. A deeper channel is needed now.

Looking Ahead To The 21st Century

Between 1967 and 1988, cargo tonnage on the lower Columbia River doubled. At the same time, ship size and draft increased, allowing fewer vessels to haul increasing volumes of product from the Northwest and Midwest. This trend will continue.

Given the trend in ship sizes, time requirements, and the complexities involved in a channel improvement project, our competitive position in world trade will be jeopardized without timely construction. We think the reasons are compelling:

- Panamax bulk carriers are moving out of Portland, Vancouver, Kalama, and Longview at drafts of up to 40 feet, using LOADMAX and relying on fresh water discharge.

- Typical Panamax designs call for fresh water drafts of around 42 feet to get the full cargo carrying capacity of the ship, usually around 55,000 metric tons. As the lower Columbia River remains dominant in the West Coast grain and feed grain export markets--for example, one-third of U.S. wheat exports are shipped from the Columbia/Snake Customs District--there will be continuing demand for this type of ship to move fully loaded with minimum delays. Although the grain business has been depressed in recent years, the long-term outlook is favorable. Lower Columbia River inland transportation advantages (rail and barge) will continue to favor our river over Puget Sound for grain exports.

- Portland, Vancouver, and Longview all are deeply involved in nongrain bulk cargo movements. These commodities increasingly rely on Panamax vessels.

- Although container ships seem to have stabilized at around 38-foot design drafts, it is apparent the Columbia River channel is right at the limit, given the dominance of outbound cargo and the tendency for these ships to sail from Portland at maximum draft. Other container ports (Oakland and Tacoma, for example) are attempting to deepen 35-foot project depths to the 43- to 45-foot range to accommodate existing ship calls, as well as those expected in the future. The coincidence of the demand from bulk carriers and container ships alike is favorable for the economics of the project.

Conclusion

In conclusion, Mr. Chairman, we believe we represent a success story where the federal partnership of Congress and the Corps has been developed with local ports for a wise investment in our region. In our past, in our current operations, and in our future, everyone has benefitted. The relationships between and among the various parts in this system--the dams, the channels, the ports--have strengthened over the years.

When a witness talks about benefits before this Committee, some budget specialists immediately think of various cost/benefit formulas used by the executive and legislative branches to evaluate water resource projects. We welcome that analysis, but we also rank high in the other benefit well known to members of this Committee.

I refer to human benefits, measured in people's lives. These past projects, and the channel deepening we hope you will support, are tied at their core, to people. As elected officials, you have met with your own constituents, whose lives have been enriched by wise federal investments in our national water resource management.

I can cite real jobs resulting from improvements in the Columbia River, from the channel to the dams. Individuals and communities can look forward to a better life as a result of these federal investments. As a public official, I never forget that we are in business to serve the people in our port districts and our region.

I close with the observation that the people who will enjoy the regional benefits of our deepened channel include today's young people, our leaders in the 21st century. This project will help propel our region into the new century, with the knowledge that wise investment decisions were made in a timely manner. It will preserve our precious resource, the mighty Columbia River, as the economic centerpiece of our continued growth well into the next century. This positive view of the future can only become a reality if the study phases of this project are funded and completed without interruption. Thank you.

Mr. BEVILL. Very good.

WEDNESDAY, MARCH 28, 1990.

FISH BYPASS FACILITIES

WITNESSES

TOM TRULOVE, CHAIRMAN, NORTHWEST POWER PLANNING COUNCIL
JIM GOLLER, VICE CHAIRMAN, NORTHWEST POWER PLANNING COUNCIL
STEVE CROW, NORTHWEST POWER PLANNING COUNCIL

Mr. BEVILL. Next is Mr. Tom Truelove, who has with him our old friend Steve Crow.

Your prepared statement will be made a part of the record.

Mr. TRULOVE. I am Tom Trulove, Chairman of the Northwest Power Planning Council. With me is Jim Goller, Vice Chairman of the Council, and Steve Crow.

To conserve time, I will submit our full statement for the record. The primary focus of our testimony today is two issues.

One is on the Corps of Engineers budget for fish bypass facilities at federal dams on the Columbia Snake River system. As you know, there is critical need to reduce salmon and steelhead mortality as these fish migrate down the river on their way into the ocean.

To do this, they must install juvenile bypass systems at the dams. These systems divert these fish away from the deadly turbines, pass them around the dams, and in doing so substantially cut fish kills and help us to practically restore a resource that was lost.

Well, after all of your help year after year, making sure that we had funds to carry out this program, for the first time in recent history the Administration's budget request for 1991 includes funding for some modifications that are needed at these dams. In 1991 the budget includes $14.8 million for Lower Granite, Little Goose, Lower Monumental and McNary.

The council strongly supports the proposed budget for these projects. I think that is a real step forward.

The funds for bypass facilities would be appropriated by Congress to the Corps of Engineers and would be fully repaid with current interest rates over the life of the facilities rate payers in the Pacific Northwest.

In other words, the appropriated funds would be reimbursed to the U.S. Treasury by the region through Bonneville electric rates.

The 1989 budget marks a dramatic change in priorities for those facilities, but it still doesn't include funds for new bypass at two of the dams, Ice Harbor and the Dalles. Instead the budget proposes to terminate those projects for at least two years while another expensive study of the fish mitigation is underway.

Rather than stopping key activities in such a wasteful way, we believe that total of up to 5 million should be added by the Congress to continue working at these two projects.

As outlined in our written statement, funds added to the budget request would continue ongoing activities which were funded in previous years and would continue progress on these facilities.

Continued progress on bypass facilities and other fish mitigation measures, we think, is very critical to the region. We have to enhance our efforts to rebuild fish runs, particularly in the native stocks that have been damaged by hydro-power development.

Through this continued progress we hope to avoid or at least minimize the disruption that can be caused by lawsuits and extreme measures that might be generated by the Federal Endangered Species Act.

So we urge the subcommittee to add funds for the bypass and include the same kind of clear direction in the appropriations process as provided last year in order to ensure the obligation of funds for these vital activities.

Next and very briefly let me comment on the budget proposal for the Bonneville Power Administration. Bonneville is the primary implementer of the Council's power plant and fish and wildlife program. As such, the council is very concerned about the current version in the 1991 budget request.

The council objects to the proposed changes in repayment policy and the elimination of important tools such as borrowing authority which enable Bonneville to obtain important conservation resources and transmission equipment. These changes would cripple their ability to invest in conservations resources to meet our growing electric needs in the region.

Bonneville should be able to finance investments by borrowing the money, paying it off over time with interest the way any utility would finance the construction of any new power plant. Instead, this budget proposes to change the rules and take away important tools the region must have to meet its energy needs. This switch in policy is coming at a time when the region's energy needs are growing.

New resources will be needed. Conservation is our best resource buy. We shouldn't be penalized for trying to acquire energy savings rather than turning to more expensive generating resources.

So, in closing, thank you for giving us the opportunity to testify on the federal budget proposals.

I would like to especially say that we deeply appreciate your leadership in energy and natural resources issues and the careful consideration that you have always given to the needs of the Pacific Northwest.

Thank you.

[The statement of the Northwest Power Planning Council follows:]

TOM TRULOVE
CHAIRMAN
Washington

R. Ted Bottiger
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TESTIMONY
FOR
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
COMMITTEE ON APPROPRIATIONS
MARCH 28, 1990

Mr. Chairman and members of the Subcommittee, my name is Tom Trulove, and I am chairman of the Northwest Power Planning Council. The Council was authorized by Congress in 1980 and created as an interstate compact by the states of Idaho, Montana, Oregon and Washington. Its purpose is to develop a 20-year regional electric power plan to ensure the Pacific Northwest an adequate supply of power at the lowest possible cost. The plan is designed to ensure that the region only acquires resources it needs and it acquires the least-cost resources first. The Council also was directed to develop a major program to rebuild fish and wildlife resources which have been harmed by hydroelectric development in the Columbia River Basin.

We appear today to present testimony on the fiscal year 1991 budget requests of four federal agencies. These agencies are the Army Corps of Engineers, Bonneville Power Administration, Bureau of Reclamation, and the National Marine Fisheries Service, which is within the jurisdiction of another appropriations subcommittee.

Our interest in these budgets stems from the fact that each of these agencies implements, funds, or regulates activities which are a part of the Council's Northwest Power Plan and Columbia River Basin Fish and Wildlife Program. Both the Council's power plan and its fish and wildlife program were developed under the mandate of the Northwest Power Act of 1980. In this Act, Congress provided direction and the framework for the Council as a policy and planning body to implement its actions through these federal agencies. The ability of these agencies to meet their objectives under the Act is tied directly to their funding levels and budget priorities.

Corps of Engineers - The primary focus of our testimony this year, as it was last year, is on the need to reduce salmon and steelhead mortality as these young fish migrate down the Columbia and Snake rivers. To do this, the Corps needs to speed the installation of new and improved juvenile fish bypass systems at Corps of Engineers dams. For the first time in recent history, the Administration budget request to Congress includes funding for some of the modifications that are needed at the mainstem dams. The 1991 budget includes $14.8 million to continue construction of bypass facilities at four mainstem dams -- Lower Granite, Little Goose, Lower Monumental and McNary. The Council strongly supports the proposed budget for these projects.

In addition to the construction funds, there is $1 million allocated in FY 1991 for the first year of a two-year $2 million analysis of juvenile fish mitigation for the Columbia River Basin. Because the purpose and scope of this analysis is not clear, the Council questions the need for starting another expensive study of bypass systems or other mitigation measures. This funding should be redirected to continue current bypass activities at two other mainstem dams -- Ice Harbor and The Dalles as explained below.

Installation of bypass facilities at six mainstem dams is among the highest priorities in the Council's fish and wildlife program. Dams without screens to deflect fish away from their turbines will kill 10 to 30 percent of the juvenile fish at each project. Because fish go through a number of dams on their trip to the ocean, there is a significant cumulative loss. For example, if you started with 100 fish at the top of the Snake or Columbia River, over half would be killed due to turbine mortality by the time they got to the bottom dam in the system. We believe that these mortality levels can be cut in half if we install adequate bypass screens at the dams.

While these bypass systems are installed, spills of water over the dams must be used to enable juvenile fish to avoid the turbines and move downstream. This interim spill measure is not as effective in protecting fish as the bypass system and it causes Bonneville to lose revenue that could have been generated if the same water went through the turbines and produced electricity. The cost associated with spill can vary greatly depending on the value of electricity. In 1985, the cost was $27 million. The sooner that bypass systems are installed and working properly, the sooner we will improve fish survival and avoid the revenue loss from spilling water.

Representatives of the region's fish and wildlife agencies, Indian tribes, Bonneville Power Administration, utility groups, the Bureau of Reclamation and the Council met for 1-1/2 years to negotiate an agreement to provide spill and/or mainstem passage improvements at four mainstem dams. The proposed agreement covers a 10-year period and would tie spill to a schedule for development of juvenile fish bypass facilities at Lower Monumental, Ice Harbor and The Dalles dams. Spill is to be provided while fish bypass facilities are being designed, tested and installed at these projects. The Council believes the spill agreement represents an important regional consensus on a difficult issue that has been contentious for many years.

Right now, the bypass facilities vary from dam to dam. Some are considered state-of-the-art. Others are obsolete. Still other dams have no bypass facilities at all. We need improved bypass facilities at Little Goose, Lower Granite, and McNary dams. We need new facilities at Lower Monumental, Ice Harbor, and The Dalles dams. These needs have been recognized by a coalition of fishery agencies, tribes, and utility groups. Bonneville Power Administration, the Pacific Northwest Utilities Conference Committee, the Public Power Council, the Columbia River Inter-Tribal Fish Commission, the Columbia Basin Fish and Wildlife Authority, and the Council all support the facilities.

As you know, the strong and consistent support of this subcommittee and the Congress has kept the fish bypass program alive over the last five years. During that period, Congress has added nearly $30 million for new and improved

bypass facilities at six mainstem dams. These funds are being used for improvements in existing facilities, such as new fish barges and expanded moorage facilities, new fish loading and holding facilities, development and testing of longer turbine screens; and for the start of construction on a new bypass system at Lower Monumental Dam, which has no fish bypass facilities. Congress also provided funds for the design and development of new bypass facilities at Ice Harbor and The Dalles dams.

The 1991 budget made a dramatic change in budget priorities, but it still does not include funds for new bypass facilities at two Corps projects -- Ice Harbor and The Dalles. Instead, the budget proposes to abruptly terminate activities at these projects for at least two years during the $2 million mitigation study. Rather than stopping key activities in such a wasteful way, we believe that a total of up to $5 million should be added by Congress to continue work at these two projects. Of the two, Ice Harbor is ready for final design and construction without further delay. A total of $2.5 million could be used at Ice Harbor with $600,000 needed to complete engineering plans and specifications. The Dalles requires continued funding to construct prototype extended screens and to design bypass facilities. Of the total $2.5 million, $300,000 is needed to perform model studies on a recently built model, $800,000 would be used to continue development of prototype screens, and $1.4 million would complete the General Design Memorandum. We urge the Committee to add these funds and include the same kind of clear direction in the appropriations process as provided last year in order to ensure obligation of funds for these vital activities.

Bonneville Power Administration. The Bonneville Power Administration is the primary implementer of the Council's power plan and fish and wildlife program. The Council has reviewed Bonneville's final budget proposal for FY 1991. We have some serious concerns with the current version of the budget. The Council opposes the proposed changes in repayment policy and the elimination of important tools, including borrowing authority, which enables Bonneville to obtain important conservation resources and transmission facilities. These changes in the budget proposal would cripple Bonneville's ability to invest in conservation and generation. The region is now in load/resource balance and will need to acquire new resources to meet loads. We must continue to accelerate efforts to build conservation delivery capability in order to be ready to acquire this least-cost resource and avoid more costly, less environmentally desirable, thermal plants.

Bonneville Repayment - The Administration budget for 1991 includes an old proposal to alter Bonneville's approach to repaying its debt for construction of the region's hydropower system. Bonneville's repayment would be accelerated and the interest rates on unpaid debt would be allowed to vary from year to year.

If the proposal is adopted, Bonneville would need to pay an additional $590 million to the U.S. Treasury in 1991, in addition to the $653 million required under the existing repayment methodology. Bonneville estimates that the priority firm rate would increase 35 percent over current rates as a result of the proposed repayment policy. In addition, the Council estimates that residential and small farm customers could lose more than $150 million in benefits. These benefits currently accrue to utilities that exchange their power with Bonneville in return

for the lower cost federal power sold to public utilities. The Northwest has 575,000 jobs that are affected by energy-intensive industries that depend on low cost power. Dramatic changes in Bonneville's repayment would put these jobs at risk and would severely damage the economy of the Northwest. The Council opposes this budget item and urges the Congress to again provide the leadership to drop this short-sighted proposal from the budget.

Bonneville Conservation - In the past, the Council has testified in support of adequate levels of borrowing authority and spending so that Bonneville could pursue a diversified energy conservation effort to build capability in all sectors of the region's economy. Such an effort would help ensure that cost-effective conservation resources would be in place when needed by the region and offset the need for more expensive generation resources. In addition, the Council has consistently emphasized that Bonneville conservation spending should focus on resource opportunities that would otherwise be lost if not obtained now -- e.g., new buildings, where energy savings can only be obtained when the building is built and it would not be cost-effective to achieve savings by retrofitting the building at a later date. The Council continues to support needed funds to build capability for the future and to capture otherwise lost opportunity resources.

For next year, FY 1991, Bonneville proposes to allocate $78.3 million for energy conservation as compared to $77.7 million in FY 1990. This appears to represent approximately level funding of the conservation program. Within the total, however, the capital portion of the program, which is funded through Treasury borrowing, is cut by 60 percent from the current year from $41.6 million to $17 million. The FY 1991 budget proposes to include these formerly capitalized activities as an operating expense and fund them through current revenues "to the extent possible." Because of the uncertainty of water conditions and other variables, revenues sufficient to fund these key activities may not be available. This could result in a substantial reduction of $25.2 million in the conservation program investment during a period over the next few years when the Council and Bonneville agree that conservation spending must be increased in order to prepare for increased electrical demand. In order to treat conservation as a resource in accordance with the Northwest Power Act, Bonneville's borrowing authority should be restored to enable the region to acquire least cost conservation resources.

Bonneville Fish and Wildlife - Bonneville has proposed an appropriate level of funding, $52.6 million, for fish and wildlife activities in FY 1991. Bonneville, the Council and the Columbia Basin Fish and Wildlife Authority met in 1987 to develop levels of funding needed to implement the Fish and Wildlife Program. Agreement was reached on a planned level of 1990 and 1991 effort that is very close to the levels being proposed by Bonneville in the budget. The levels were determined by examining individual fish and wildlife program measures and estimating the cost of the measures. We urge the Congress to support the level proposed in the budget request.

Bureau of Reclamation. The Council has consistently identified the Yakima River Basin as a high priority for fisheries enhancement in the Columbia River Basin. We support the budget request for the Yakima fish passage facilities and for the Yakima water enhancement project studies.

On the other hand, no funds are requested in the FY 1991 budget for construction on the recently authorized Umatilla Basin Project. The Bureau indicates that approximately $7 million of additional funding could be used to begin construction on the project. The Council supports additional funding for this construction project, and the $25,000 included in the Bureau budget to continue the interim flow augmentation on the Umatilla River.

National Marine Fisheries Service - Although it is not in the subcommittee's direct jurisdiction, we would also like to comment on the National Marine Fisheries Service (NMFS) budget. The Administration once again proposes to eliminate appropriations for operating the Mitchell Act hatcheries. This includes 25 hatcheries that release over 100 million juvenile salmon and steelhead into the Columbia River system. Together, these hatcheries produce 50 to 70 percent of the salmon released into the Columbia River and represent a long-standing federal commitment to help alleviate the adverse effects of hydroelectric dams and other federal activities. The estimated costs for operating and maintaining these facilities is about $10 million for 1991. The Council joins the Northwest delegation in opposing these cuts.

Mr. Chairman, thank you for this opportunity to share our concerns with you. We deeply appreciate this subcommittee's past attention to the needs of the Pacific Northwest. I would be pleased to answer any questions.

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Mr. BEVILL. Very good.

Mr. GOLLER. Mr. Chairman, if I might, I have a statement for Mr. Al Wright, the Executive Director of the Pacific Northwest Utilities Conference Committee from our company known as PNUCC.

It is a nonprofit corporation representing 70 private and public utilities and industries that purchase power from the Bonneville Power Administration.

His statement parallels our statement that Mr. Trulove presented.

Mr. BEVILL. That will be made a part of the record.

[The information follows:]

TESTIMONY
FOR
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
COMMITTEE ON APPROPRIATIONS
MARCH 28, 1990

Mr. Chairman and members of the Subcommittee, my name is Al Wright. I am the Executive Director of the Pacific Northwest Utilities Conference Committee (PNUCC). PNUCC is a non-profit corporation representing over 70 private and public utilities and industries that purchase electrical power from the Bonneville Power Administration (BPA). PNUCC's purpose is to provide a forum for cooperative utility planning within the Pacific Northwest.

I am providing this testimony on the fishery protection measures in the U.S. Army Corps of Engineer's (Corps) budget for fiscal year 1991. PNUCC's interest is based on its members' support for the development and installation of mechanical fish bypass facilities at the Corps' hydroelectric projects on the mainstem Columbia and Snake Rivers. PNUCC supports the installation of these facilities because we believe these facilities are the only known cost-effective long-term solution to fish bypass problems at these projects.

Currently, the bypass installation program is proceeding successfully. This success is due in great part to Congress' involvement. Congressional support and funding has greatly helped the Corps, BPA, and the Council in the development of a solution to the bypass problems. Over the last five years, Congress has added about $30 million for new and improved bypass facilities at six dams. The vast majority of this Congressional appropriation will be repaid to the U.S. Treasury by Northwest ratepayers. Congressional involvement in this complex and expensive issue has greatly benefitted Northwesterners who depend upon the fisheries resources for their livelihoods. It has also assisted the Northwest electrical ratepayers in obtaining the most cost-effective fishery measures in a timely manner. Again, these are fishery measures that Northwest ratepayers will repay to the U.S. Treasury. PNUCC greatly appreciates Congress' continued interest and support in this issue.

The Northwest is also contributing other funds for the resolution of this problem. Northwest ratepayers provide approximately $200 million annually to the protection, mitigation, and enhancement of the fishery resources in the Columbia River Basin. This amount includes activities of the investor-owned utilities and public generating utilities as well as the extensive BPA program. Under the Pacific Northwest Power Planning Council's (the Council) Fish and Wildlife Program, the BPA ratepayers have funded numerous fishery mitigation and protection programs. Most of these programs are focused on increasing fishery production upstream of federal dams on both the Snake and Columbia Rivers. The Northwest utilities and ratepayers strongly support the installation of mechanical bypass facilities to protect and assure the success of the substantial investment Congress and the Northwest ratepayers are making toward rehabilitation of the upriver fishery resources.

In addition, the Council, BPA, utilities, the Bureau of Reclamation, fish and wildlife agencies, and Indian tribes have jointly committed themselves to the cooperative development and installation of bypass facilities at federal dams as soon as possible. The federal projects, Little Goose, Lower Granite, McNary, and Bonneville dams, need improvements in their existing bypass facilities. Lower Monumental, Ice Harbor, and The Dalles dams currently lack bypass facilities. The Corps has scheduled the completion of most of these projects in the early 1990s. These projects need funding now to remain on schedule. The regional parties are committed to support the installation of

bypass facilities that achieve adequate fish protection at each project. We hope Congress will also continue its commitment in support of this program.

The Administration's budget request to Congress for fiscal year 1991 includes funding for bypass facilities at the Columbia and Snake River federal dams. The 1991 budget includes $14.8 million to continue construction of bypass facilities at Lower Granite, Little Goose, Lower Monumental and McNary dams. Along with other interested regional parties, PNUCC strongly supports this funding for these projects.

The Administration's budget also includes an additional $2 million for a two year study of juvenile fish mitigation in the Columbia River Basin. PNUCC is concerned that the study will provide few beneficial results since the purpose and benefits of this study are not clear. The funds could instead be more productively spent on bypass development programs at Ice Harbor and The Dalles dams. PNUCC urges Congress to re-allocate these funds to bypass programs at Ice Harbor and The Dalles dams.

In addition, work at Ice Harbor and The Dalles dams has been postponed until the completion of a two-year mitigation assessment study. This postponement will only create wasteful delay. PNUCC suggests that not only should the Committee re-allocate the funding for the mitigation assessment study to Ice Harbor and The Dalles, but also an additional $5 million needs to be appropriated for Ice Harbor and The Dalles bypass development. Ice Harbor bypass facilities are near completion and funding is needed for final design and initial construction. The Dalles requires continued funding to test prototype extended screens and to design bypass facilities. The additional funds are necessary to keep the bypass development at these projects on schedule.

Again, PNUCC appreciates Congress's continued support of these programs. PNUCC, along with other regional parties, is committed to the installation of the bypass systems and final solution of this mitigation problem. We urge Congress to appropriate the budgeted amount and suggested additional funds for the installation of the bypass systems.

Mr. Chairman, thank you for this opportunity for me to express PNUCC's concerns to you and the Subcommittee.

Mr. GOLLER. If I might, from a personal note, my old colleague on the council Bob Duncan said if I did not say hello to you that I should not come back.

Mr. BEVILL. How is he doing?

Mr. GOLLER. Very fine. Although he has left the council, his son is now a member of the council.

Mr. BEVILL. Tell him we still miss him around here.

Mr. GOLLER. He is doing very well.

Mr. BEVILL. Steve, good to see you.

Mr. CROW. Nice to see you, Mr. Chairman.

I felt much more comfortable a couple of seats back, but I would like to thank you for all the consideration you have given to us.

Mr. BEVILL. Thank you.

You are a great group to work with. We will certainly continue to work with you.

WEDNESDAY, MARCH 28, 1990.

GRAYS HARBOR DEEP DRAFT AND CENTRALIA FLOOD CONTROL PROJECTS

WITNESSES

HON. JOLENE UNSOELD, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF WASHINGTON

CLIFFORD C. MULLER, EXECUTIVE DIRECTOR, PORT OF GRAYS HARBOR, WASHINGTON STATE

Mr. BEVILL. We are pleased to have our good friend and colleague Congresswoman Unsoeld.

You may proceed as you wish.

Mrs. UNSOELD. Thank you.

With me is Cliff Muller, Executive Director of the Port of Grays Harbor. I really appreciate the opportunity to testify today on matters of great importance to the Pacific Northwest.

It is only my second appearance before this committee, but already I owe you and the committee a debt of gratitude for your leadership and assistance on such important initiatives as the Grays Harbor Deeper Draft Project. I want to begin, however, by thanking you.

May 18, 1990, will mark the 10th anniversary of that catastrophic eruption of Mount St. Helens.

Coincidentally, it also marks the completion of the major element of the Mount St. Helens sediment control effort, one of the most dramatic and successful disaster recovery projects in recent history.

I want to join the residents of Cowlitz County and the people of Washington State in thanking you, Mr. Chairman, the Members of your committee, and your excellent staff, for helping to make this possible in the face of enormous obstacles.

Mr. BEVILL. The Corps also did a great job on that. The people pitched in. That is the only time we had to rebuild a river.

Mrs. UNSOELD. They carried it out. But, Mr. Chairman, it was you, in the face of the initial opposition of OMB and others, who stepped forward.

In those early years we had 60,000 residents down stream of that volcano who were in imminent danger because of the sediment. It was your leadership that made rebuilding that river possible.

Mr. BEVILL. Glad I was able to help.

Mrs. UNSOELD. I want to also thank you for the assistance and funding you made available last year to begin construction of another very important investment in the Northwest. That is the deeper draft for Grays Harbor.

As we said before, this is one of the most important economic opportunities for the state. Fortunately, this year the Administration has requested the full $10.5 million for the second phase of this project.

I would like to urge the committee to continue its commitment to that important project by appropriating the amount requested for fiscal year 1991.

As you know, the economy of my timber-based district is in a very difficult transition. We have a number of shortages that are driving our sawmills out of business. Grays Harbor County is one of the areas most heavily impacted by this situation.

Although the port and I may disagree on the extent to which the log export issue may add to the difficulty for those mills, we are in total agreement about the necessity of bringing diversification to the region. This port project is one of the most important cornerstones for that because the port is ideally situated to take advantage of the Pacific Rim trade opportunities.

It is linked to two transcontinental railroads and a recently expanded freeway system. Now one out of six jobs are trade related. I think in the future even more jobs will be trade related.

Mr. Muller will tell you about how the community is participating in the cost sharing. I think that is very, very important for any federal project.

Mr. BEVILL. All right.

Mr. Muller, your full statement will be made a part of the record. You can summarize it when Mrs. Unsoeld completes here statement.

Mrs. UNSOELD. The other projects that I would like to comment on are the operation and maintenance for the Grays Harbor and the Chehalis Project. This last year we had two major floods, one of which covered Interstate 5 in the Lewis County area.

For at least three or four days an interstate highway was covered with water. It is the third major flood in that particular area in two years.

The Corps of Engineers needs to be able to begin a very necessary study to determine how we are going to be able to prevent this in the future.

So I am hoping that $464,000 requested for preconstruction engineering and design for the Centralia Flood Control Project could be included in fiscal year 1991 appropriations and that the committee remain open for recommendations from the Corps as we figure out what has to be done. Thank you, Mr. Chairman.

[The statement of Hon. Jolene Unsoeld follows:]

STATEMENT OF CONGRESSWOMAN JOLENE UNSOELD (WA)
BEFORE THE
SUBCOMMITTEE ON ENERGY AND WATER APPROPRIATIONS
MARCH 28, 1990

Mr. Chairman, I appreciate the opportunity to testify in support of several projects of great importance to the Pacific Northwest and the entire country. This is just my second appearance before the committee, and already I owe you and the committee a debt of gratitude for your leadership and assistance on such important initiatives as the Grays Harbor Deeper Draft project.

COMPLETION OF THE MOUNT ST. HELENS SEDIMENT SOLUTION

I would like to begin my testimony not with a request, but with a thank you. May 18th, 1990 marks the tenth anniversary of the catastrophic eruption of Mount St. Helens. Coincidentally, it also marks the completion of the major elements of the Mount St. Helens sediment control effort -- one of the most dramatic and successful disaster recovery projects in recent history. I would like to join the residents of Cowlitz County and the people of Washington State in thanking you, Mr. Chairman, the members of the committee, and your excellent staff for helping to make this possible in the face of enormous obstacles.

In the early years following the eruption, 60,000 residents downstream of the volcano were in imminent danger of being flooded or buried by the world's most acute sediment problem. We also confronted an administration reluctant to take the steps necessary to resolve the problem. The dredging, sediment control facilities, and hazard mitigation measures were not cheap, but they were far less costly than the loss of Longview, Kelso, Castle Rock, and the Columbia River navigation channel. With the Corp's recent completion of the Sediment Retention Structure, we now have a safe, cost-effective solution in place.

By taking the initiative to press ahead with sound solutions despite early opposition from OMB, this committee deserves much credit for the successful Mount St. Helens recovery effort. Thank you, Mr. Chairman, for investing in our communities.

GRAYS HARBOR DEEPER DRAFT PROJECT

I also appreciate the funding made available last year to begin construction of another important investment in southwest Washington -- the Grays Harbor Deeper Draft Project. As I stated a year ago, this is one of the most important economic opportunities in the State and a high personal priority.

Fortunately, the administration has this year requested the full $10.5 million necessary to begin Phase II of the Deeper Draft Project. I would urge the committee to continue its commitment to this important project by appropriating the amount requested for FY1991.

Mr. Chairman, the economy of my timber-based district is in a difficult state of transition. We are in the midst of a timber shortage that is driving many of our sawmills out of business. Grays Harbor is among the most heavily impacted areas in the Northwest. While the Port and I may have different views on the role of raw log exports in creating this timber shortage for local mills, we are in total agreement that economic diversification is essential. In Grays Harbor, this means diversification of the Port's cargo base and the promotion of locally manufactured exports, such as lumber, plywood, and paper.

The Deeper Draft Project is a cornerstone of economic diversification in the Harbor. It will make the Port more competitive by providing additional port capacity for trade in new commodities and will accommodate the larger, more efficient ships involved in Pacific Rim trade. The Port is ideally situated to take advantage of expanding Pacific Rim trade opportunities and is linked to two transcontinental railroads and a recently expanded freeway system. With one out of six jobs in my congressional district already related to trade, expanded trade presents one of the best opportunities for economic growth and health in an area that is still suffering from high unemployment and the timber shortage.

The Port and the community are committed to this project and to capitalizing on the potential for diversification that it will bring. In addition to the local cost-sharing commitment of more than $22 million, the Port has adopted a 5-year, $17 million capital plan to develop upland facilities associated with the deeper channel. It has

also expanded marketing efforts and is aggressively promoting exports with Pacific Rim trading partners. These efforts, combined with the Deeper Draft Project, will help promote U.S. exports and increase economic opportunities.

I would urge the committee to support the requested $10.5 million for the Grays Harbor Deeper Draft Project, in addition to the full amount requested ($2,493,000) for Operations and Maintenance for the Grays Harbor and Chehalis project for FY1991.

CENTRALIA, WASHINGTON FLOOD CONTROL PROJECT

Record-breaking rainfall in the Pacific Northwest this January caused extensive flooding in my congressional district, particularly in Lewis County, where the inundation of Centralia, Chehalis, and Interstate-5 made national news. According to the Corps of Engineers, both the Skookumchuck and the Chehalis rivers experienced floods of record and the President declared the area a national disaster.

The disaster adds a sense of urgency to on-going efforts by the Corps of Engineers to minimize the flood threat in the area. I would request, at a minimum, that the $464,000 requested for Preconstruction Engineering & Design for the Centralia Flood Control Project be included in the FY1991 appropriations bill. In addition, I would ask that the committee remain open to a request for additional funds that may be necessary as the Corps develops additional plans to mitigate the continued flood hazard in Lewis County.

COLUMBIA RIVER FISH SCREENS AND BYPASS FACILITIES

Mr. Chairman, regional power and fish interests agreed in 1987 on an expedited schedule for completion of bypass channels and screens that divert migrating salmon and steelhead away from deadly turbines at four federal dams. Bypass improvements are a critical part of the integrated effort to rebuild salmon runs decimated by construction of the dams.

Funding for these facilities was absent from administration budget requests in 1988, 1989, and 1990. However, at the urging of

the Northwest congressional delegation, Congress added a total of $28.2 million to the Army Corps of Engineers for bypass facilities since 1988.

Although the FY1991 Bush budget includes $15 million to support bypass programs, the 1991 budget still does not include adequate funds for bypass facilities at two of the dams where the Corps opposes installing bypass facilities -- Ice Harbor and The Dalles. Instead, the Corps proposed a $2 million study for these projects. Of the two, Ice Harbor is ready for construction without further delay. The Dalles requires continued funding to design and test screens and bypass facilities.

Mr. Chairman, I would request that full funding for fish screens and bypass facilities, including those on the Ice Harbor and Dalles dams, be given a high priority.

Mr. MULLER. Mr. Chairman, representing the port in the State of Washington's only deep water coastal port, I am here to thank you and Members of your committee for last year's fiscal year 1990 funding in the amount of $13 million for the Grays Harbor Navigation Improvement Project.

We nickname it Deeper Draft, but I am sure there is other deeper draft around the country as well. But, it is Deeper Draft to us in the State of Washington and Grays Harbor.

I am proud to report that, in fact, we have had considerable success with those monies appropriated last year. We singed the local cooperation agreement, which is no small note.

In fact, we have got invitations for bids on the street and bids received back that are below the Corps' estimate by a slight amount. So, we are in very good shape to begin construction of the first 20 of the 24 miles of the project.

Hopefully, we hope to see some action around mid year of this year. All of these events would not have been possible without the Members of this committee and the staff and the Congress.

We in the community in the public and elected officials in Grays Harbor all give you a great big thank you.

The port's navigation facilities to us, located to our southwest of Seattle on the coast, is a critical link for us and the Pacific Rim and Japan and Korea. The Harbor is primarily an exporting port, the fifth largest port in the State of Washington.

With a record of 4.6 million tons of cargo last year, that represents almost $480 million of value in terms of exports. In some small way that helps to contribute to the deficit issue at hand nationally.

While we are talking about an investment of a project authorization of $70 million in appropriations, hopefully, over three years, and this is a second year request, paralleled with that the port is investing additional monies in upland improvements, this year alone $10 million.

The port's share of the $70 million project is 22 million, plus the 10 million we are putting in on our own facilities upland of the navigation channel all go to say that the Port of Grays Harbor is making a substantial dollar commitment along with the Federal Government.

Past that, I think on February 20 of 1990, the Corps of Engineers testified here in this room that the deeper draft project with the continued funding in 1991 of $10.5 million, which is in the President's budget, would keep this project on schedule over a period of three years.

$10.5 million essentially takes us into phase II, phase II being removing the surplus Huron Pacific Railroad Bridge out of Little Rock, Arkansas, dismantling it, bringing it by rail car and beginning modifications and re-assembly. This can be accomplished in 1991 with these funds in place.

I would like to note navigation improvements are needed. Last year here I testified there was a 1.9 to 1 benefit cost ratio. In fact, the local cost sharing of funds are in place.

Sponsors have signed the LCA and the Corps has initiated the invitation for bids for year one. We are quite positive of where we

are with this project since we were here last year, and hope you are, too.

For all these reasons, we respectfully request construction funding totaling 10.5 million be appropriated in fiscal year 1991 as requested in the President's budget.

We thank you for the opportunity to testify and for your future consideration.

[The statement of Clifford C. Muller follows:]

STATEMENT OF CLIFFORD C. MULLER, EXECUTIVE DIRECTOR
PORT OF GRAYS HARBOR -- STATE OF WASHINGTON
FOR THE RECORD
UNITED STATES SENATE AND HOUSE OF REPRESENTATIVES
COMMITTEES ON APPROPRIATIONS
SUBCOMMITTEES ON ENERGY AND WATER DEVELOPMENT

MARCH 28, 1990

Mr. Chairman and Members of the Committee, my name is Clifford C. Muller and I am the Executive Director of the Port of Grays Harbor, Washington State's only Deep Water Coastal Port. I am here today to thank the members for their FY 90 support of $13 million in funding to the Corps of Engineers for a new construction start for the Grays Harbor Navigation Improvement Project (GHNIP).

I am proud to report considerable progress with the FY 90 funding capability of $13.0 million in place.

The necessary project documents have been completed and the Local Cooperation Agreement signed between the Port of Grays Harbor and the United States Army Corps of Engineers. Invitation for bids on three dredging contacts were issued and very favorable responses have now been received. Construction of the first 20 of the 24 miles of channel to be dredged is expected to start in early May 1990. All of these events would not have been possible without the assistance of the Congress, Committee Members, and Staff associated with Energy and Water Development. Grays Harbor thanks you for your support and actions in FY 90.

The Port's navigation facilities provide the access link among federal, state, and private timber resources and the Pacific Rim countries of Japan, Korea, Peoples Republic of China, and, our newest foreign customer, India. Marine cargoes also go to European markets. Grays Harbor is the largest timber and related finished products exporting port in the United States.

In 1989, 74 percent of the vessels departing from Grays Harbor had sailing drafts in excess of the current project depth. By over-dredging berth areas, accepting vessel delays, and sailing at maximum tide conditions, our pilots are able to move vessels with 34 feet of draft out of our existing 30-foot federal project. However, we are not able to load to capacity the larger vessels with up to 38 feet of draft. These vessels must go to other ports to be topped off before departure to international destinations. In addition, some larger vessels do not stop in Grays Harbor because of our shallow draft, but would stop if we had a deeper channel.

Grays Harbor is primarily an exporting port. 1989 was a record year with 4.6 million tons of cargo with an estimated value of $479.9 million. While our country still suffers from trade imbalance, Grays Harbor's activities continue to assist in reducing the deficit. Also, a major effort to convert Grays Harbor into a modern day diversified cargo port is now underway. A commitment of $10.1 million in capital projects, in addition to the GHNIP funding requirements, has now been budgeted to accomplish this goal.

Completion of these capital improvement projects, which include rail lines, a new transit shed, new handling equipment, and cargo yard paving, is scheduled to coincide with that of the GHNIP. This effort will connect two major transcontinental railroads, the Burlington Northern and the Union Pacific, and the present freeway system with our existing modern marine terminals. The GHNIP is the critical link in this modernization and diversification effort. Our solicitation of diversified cargoes is already underway and has resulted in proprietary discussions with many interested shippers who have been made aware of future opportunities at Grays Harbor with completion of the GHNIP. The Port has established offices in Seattle and Asia to strengthen our marketing efforts.

The Water Resource Development Act of 1986 (PL 99-662) authorized the Grays Harbor Project and made the Corps and the Port financial partners in the construction of this project. PL 99-662 authorized the Grays Harbor Project at $95.7 million. The total Project cost has been significantly reduced to $70.2 million through project modifications made possible by detailed design studies conducted by the Corps. Also, $22.4 million of that total is the Port's obligation as Local Sponsor. NOTE: The $70 million number reflects full funding to a projected construction start in FY 90, and extends over the full three year construction period.

On February 20, 1990, Corps of Engineers testimony before the House Appropriations Subcommittee on Energy and Water Development indicated that construction on the Grays Harbor Project

could continue in FY 91 and the $10.5 million in the President's Budget would keep the three year project on schedule.

This is a significant cost savings as compared to the construction of a new bridge. Twenty miles of the 24-mile project, from the ocean bar through the Harbor to existing down-stream terminals, plus crab and fish mitigation projects, will be completed in FY 90 or early FY 91. This dredging in FY 90 provides increased channel depth to four downstream deep water berths (three public and one private) which handled 51 percent of the Grays Harbor marine commerce in 1989.

It is significant to note that if the second year of construction funds in the amount of $10.5 million are made available in FY 91, contracts could be awarded to remove a surplus Union Pacific railroad bridge in Little Rock, Arkansas and transport it to Grays Harbor. The remainder of the project in FY 92 will involve completion of the railroad bridge and four miles of dredging to three upstream deep water berths.

In conclusion, I would like to note that:

1. The navigation improvements are needed, they are long overdue, and initial construction is about to begin;
2. Local Cost Sharing funds are in place;
3. All lands, easements, rights-of-way, relocations, and disposal areas (LERRD) requirements have been completed;
4. The Port of Grays Harbor, as Local Sponsor for the Grays Harbor Navigation Improvement Project, has signed an LCA with the Assistant Secretary of the Army (Civil Works); and finally,

5. The Corps has started the construction activity in FY 90 and needs FY 91 federal funds to continue the project.

For all of these important and compelling reasons, we respectfully request construction funding totaling $10.5 million be appropriated in FY 91 for the Grays Harbor Navigation Improvement Project.

Thank you very much for the opportunity to testify.

Clifford C. Muller, Executive Director

Mr. BEVILL. We will do what we can. We will work with Mrs. Unsoeld.

Mr. MULLER. Thank you, sir.

WEDNESDAY, MARCH 28, 1990.

ILLINOIS PROJECTS

WITNESS

HON. JOHN EDWARD PORTER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF ILLINOIS

Mr. BEVILL. Next we have our good friend and colleague Congressman Porter.

Glad to hear from you, John.

Mr. PORTER. Thank you, Mr. Chairman, and Mr. Myers.

I will be very brief, Mr. Chairman.

I want to cover four projects and mention three others, if I may?

I appreciate the opportunity to testify. The first project is the North Branch of the Chicago River. It is my primary purpose in speaking to you and making the request for $4,433,000 in support of the Army Corps' work. This is the result of flooding that occurred in 1982.

I think I mentioned last time I was in that I learned about this when I saw my campaign office in that year, Mr. Chairman, under five feet of water and how there was a problem.

There are three reservoirs in this project. One has already been partially built. Just two weeks ago, Mr. Chairman, even though it was only partially finished, water collection during a very heavy rain prevented damage to properties in the district to the extent of $500,000 by activating that unfinished reservoir.

We know it works. We are hoping the funds can be forthcoming to complete it.

In the Des Plaines River in 1986 and 1987, there were two major rainfalls that resulted in $110 million worth of damage to private property and businesses and public property.

The Army Corps of Engineers is requesting $200,000 for a survey that would lead to some levies perhaps to protect the nearby developments to the river from over-bank flooding.

I request that that be funded also, Mr. Chairman.

Waukegan Harbor in the district requires $980,000 for dredging. I believe it is the number one Superfund clean up site in the United States. An agreement has been made in that regard.

This money is for dredging the rest of the harbor. That, of course, is very important to the economy of this port city of Waukegan.

Finally, Mr. Chairman, Illinois Beach State Park is part of the President's request. I support the $100,000 request of the Army for preconstruction and design for a series of break waters there.

The facility is important because it has over $10 million users annually.

There are three other projects I would like to mention.

I hope you will be able to support them in this year's budget. One of them is the Des Plaines Wetlands Reclamation Project. That has been authorized but never funded. It is very consistent with the President's emphasis on wetlands.

It is the first of its kind, a demonstration that will serve as a model for the rest of the country. Mr. Chairman, and John, there is a great, a high private investment that will match federal funds, and this project will really be, I think, one that will do our country proud.

The second one is the Chicago Underflow Plan, primarily a Chicago project but not solely. It also affects our district and other districts surrounding the city. I am here to support it as well.

Finally, the Integral Fast Reactor. I have been out to Argonne National Laboratory to see this technology.

I am a very great believer that as our current nuclear plant reaches the stage of obsolescence where we have to decide to replace it, we are going to have to have new technology to replace it.

With the very strong emphasis on not creating additional CO_2 emissions in the atmosphere by burning fossil fuels, it seems to me this kind of technology is very important technology for our future.

So I would support a higher level than I understand the President has requested the Integral Fast Reactor Program. I think this is very important to our country.

Mr. Chairman, and Mr. Myers, thank you for the opportunity to testify.

[The statement of Hon. John Porter follows:]

Testimony of John Porter, Member of Congress

before the House Appropriations Subcommittee on
Energy and Water Development

Wednesday, March 28, 1990

Mr. Chairman, I appreciate the opportunity to testify before you and the distinguished members of your subcommittee this afternoon.

My primary purpose in speaking to you this afternoon is to ask that the Committee support the Army Corps request for $4,433,000 to continue construction of retention basins along the North Branch of the Chicago River. In addition, I ask that you support Army Corps requests for a flood damage prevention survey of the Upper Des Plaines River in Illinois, for funding of maintenance operations in the Waukegan Harbor in Waukegan, Illinois, and for erosion prevention at Illinois Beach State Park. Finally, I ask that the Committee support funding to continue the Chicago Underflow Plan and the Des Plaines Wetlands Reclamation Demonstration Project in Wadsworth, Illinois.

The North Branch project consists of three retention reservoirs to serve several communities in my district. A 1982 flood caused $6 million in personal property losses and left my campaign office under five feet of water. Recently, the unfinished Bannockburn reservoir, which is part of this project, was activated during a period of heavy rains and collected 45 million gallons of stormwater. According to the District Engineer for Chicago, this water collection prevented an estimated $500,000 in property damage. The North Branch activities are authorized in the Water Resources Development Act of 1988.

I would also like to stress the importance of the Upper Des Plaines River Basin Survey. The Army Corps is requesting $200,000 to continue its survey activities. Flooding in 1986 and 1987 along the Des Plaines River caused in excess of $110 million in damage, and it is essential that flood control planning move ahead.

I urge the Committee to continue its support of Army Corps activities at the Waukegan Harbor. The Army Corps request for $908,000 for FY91 will support dredging in the harbor. The Army Corps has been, and continues to be, extremely helpful in coordinating the activities of several public interests in the Superfund cleanup of the Harbor

Mr. Chairman, we have a very special wetlands project in northern Illinois. The Des Plaines Wetlands Reclamation Demonstration Project in Wadsworth, Illinois is one of the first projects of its kind. Researchers are actually reclaiming degraded wetlands. When completed this project will serve as a model to the nation. To date, this project has been funded primarily by private and non-federal public interests. This project is authorized at $2.2 million, and I hope you will be able to include funding of $1 million in FY91.

Finally, I would like to encourage the Committee's support for the Army Corps request of $100,000 for erosion control at Illinois Beach State Park, and the State of Illinois request of $4.5 million for construction of the O'Hare reservoir component of the Chicago Underflow Plan.

Thank very much, Mr. Chairman, for the opportunity to testify this afternoon. I hope that the Committee can act favorably on my requests.

Mr. BEVILL. We will work with you and do the best we can. Also, our good friend and colleague, Congressman Sid Yates furnished me with a statement from Metropolitan Water Reclamation District of Greater Chicago, which I will place in the record at this point.

[The information follows:]

Metropolitan Water Reclamation District of Greater Chicago
100 EAST ERIE STREET CHICAGO, ILLINOIS 60611 312 / 751-5600

NICHOLAS J. MELAS
President
312 / 751-6700

BOARD OF COMMISSIONERS
Nicholas J. Melas
President
Nancy Drew Sheahan
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Gloria Alitto Majewski
Chairman, Committee on Finance
Joanne Alter
Thomas S. Fuller
Joseph E. Gardner
Terrence J. O'Brien
Thomas J. Walsh
Harry "Bus" Yourell

STATEMENT

Metropolitan Water Reclamation District of Greater Chicago

Regarding

FISCAL YEAR 1991 APPROPRIATIONS

for

O'Hare Reservoir - Chicagoland Underflow Plan

McCook and Thornton Reservoirs - Chicagoland Underflow Plan

TO: U.S. House of Representatives
Committee on Appropriations
Subcommittee on Energy and Water Development

Honorable Tom Bevill
Chairman

SUMMARY RECOMMENDATIONS

O'Hare Reservoir - Chicagoland Underflow Plan	$4,300,000 Construction
McCook and Thornton Reservoirs - Chicagoland Underflow Plan	$2,000,000 Preconstruction Engineering and Design

Respectfully submitted,

Nicholas J. Melas, President
Metropolitan Water Reclamation
District of Greater Chicago

On behalf of the Metropolitan Water Reclamation District of Greater Chicago, I want to thank the Subcommittee for this opportunity to present our priorities for Fiscal Year 1991, and at the same time express our appreciation for your support of the District's projects in years past. The District has two Corps of Engineers' priority projects, namely; the O'Hare Reservoir - of the Chicagoland Underflow Plan, and the McCook and Thornton Reservoirs - of the Chicagoland Underflow Plan for which we are requesting the Subcommittee's support for in its Energy and Water Development Appropriations Bill for FY 1991. The following outlines the projects and the need for the requested funding.

The O'Hare Reservoir - Chicagoland Underflow Plan

The O'Hare Reservoir of the Chicagoland Underflow Plan was fully authorized for construction in P.L. 99-662, the Water Resource Development Act of 1986. The authorization provides for the construction of a 1,050 acre-foot excavated floodwater storage reservoir. The reservoir will be located in the metropolitan Chicago area and will be interconnected to the existing O'Hare segment of the District's Tunnel and Reservoir Plan (TARP). The TARP plan came about in an effort to address the overwhelming water resources problem in the Chicagoland area, which was that the capacity of the rivers as drainage channels in the Chicago area had been over-taxed over the years and had become woefully inadequate, with its water polluted by

the discharge of combined sewer overflows. To address the problem, after years of study by the District, the TARP plan adopted in 1972 was found to be the most cost-effective and socially and environmentally acceptable alternative for reducing flooding and water pollution problems associated with combined sewer systems in the Chicago metropolitan area.

The plan envisaged the construction of new rivers under the Chicago area rivers by the construction of deep tunnels, up to 35 feet in diameter and 300 feet below the surface. To provide an outlet for the new underground rivers, reservoirs were to be constructed at the end of the tunnel systems. Over 51 miles of tunnels have been constructed at a cost of $1.2 billion and have been operational since 1986. Another 14 miles of tunnels costing $0.3 billion are under construction. But the new underground rivers have no place to go when they fill up during rainstorms. The O'Hare and the Thornton and McCook projects provide the reservoir outlets for the new underground rivers and will be emptied after the rain. Without these outlets, the local drainage has nowhere to go when large storms hit the area. Therefore, the combined stormwater and sewage backs up into over 500,000 homes.

The O'Hare Reservoir is the first component of the Corp's reservoir program which is known as the Chicagoland Underflow Plan. Understanding the severity of the flood threat to the densely populated north-central Cook County area, Congress authorized the

project to be built to at least 1,050 acre-feet in size in order to provide optimum cost-effective storage capacity for flood control purposes. In last year's FY 1990 Energy and Water Development Appropriations Act, Congress provided $1,500,000 in first-year construction funds for the O'Hare Reservoir and clarified that the reservoir be built to at least 1,050 acre-feet in size as authorized, and in full accordance with the cost-sharing percentages specified in Section 103(a) of the Water Resources Development Act of 1986. The District as the local sponsor, is fully committed to the project, has purchased the necessary land at a cost of $4.2 million and is meeting its remaining cost sharing obligations under the law.

Based on the present high flood risk and potential damage due to inadequate channel capacity, we, along with our supportive congressional delegation, are urgently requesting that the Subcommittee include $4.3 million in second-year construction funds to continue construction on the O'Hare Reservoir project in the FY 1991 Energy and Water Development Appropriation Bill.

Based on two successive Presidentially-declared disasters in our area in 1986 and again in 1987, we believe the probability of this type of flood emergency occurring before implementation of the critical flood prevention measures is quite high. As the public agency for the greater Chicagoland area responsible for water pollution control and, as the regional sponsor for flood control, we have an obligation to

protect the health and safety of our citizens. We are asking your support in helping us achieve this necessary and important goal.

The McCook and Thornton Reservoirs - Chicagoland Underflow Plan

The McCook and Thornton Reservoirs of the Chicagoland Underflow plan were fully authorized for construction in P.L. 100 676, the Water Resources Development Act of 1988. This flood protection plan is designed to reduce basement and street flooding due to sewer back-up, which is directly attributable to the inadequate capacity of the Chicago metropolitan area watercourses. This project, which contains the second and third elements of the Chicago Underflow plan, and will be connected to the tunnel systems, consists of two reservoirs to be constructed in existing quarries at McCook and Thornton in west and south, respectively, suburban Chicago, Illinois.

The reservoirs will provide a storage capacity of 47,000 acre-feet (15 billion gallons) and will produce annual benefits of $75 million. The total potential benefits of the project are almost twice as much as the total cost.

This is very sound investment with a high rate of return, not to mention the enhancement of the quality of life, safety and peace of mind. The State has endorsed the project and urged its implementation. In professional circles, the project is hailed for its farsightedness, innovation and benefits.

We take particular pride in our contribution to the Thornton element of the project in which our staff saw reason to invest time and talent to review and evaluate the draft recommendations of the Corps of Engineers first released in February 1986. We are proud that our review and evaluation resulted in the formulation of proposals for design changes which produced $24 million in savings to the taxpayers at large. These changes involved coordination and consultation between four agencies at the federal, state and local levels, and were welcomed by the Corps and incorporated in the final report.

Given the broad sweep of our jurisdiction and the severity of the flooding in our area, the Corps felt compelled to develop a plan that was not only unique but sizeable enough to accommodate our service area. With a combined sewer area of 375 square miles, consisting of the City of Chicago and 51 contiguous suburbs, there are 550,000 homes within our jurisdiction which are subject to flooding at any time. Of these, 185,000 homes flood on a regular basis because of inadequate conveyance and outlet capacity. The annual damages sustained exceed $140 million. If the project were in place, these damages could be reduced or eliminated. Furthermore, we should consider the safety and peace of mind of the two million people affected, and the disaster relief funds that could be saved.

In this case as well, the District as the local sponsor has authorized and is actively pursuing land acquisition and is fully prepared to

meet its cost sharing obligations under P.L. 99-662. Indeed, substantial financial and other commitments have already been made, most specifically towards the acquisition of the land rights. Current positive developments in the process for acquisition of the land necessary for the flood control project will allow for requisition by the Water Reclamation District on schedule, later this year. Given the fact that the lands necessary for the project will be acquired shortly by the local sponsor for the fully justified plan, any further review of alternative sites for the project or associated economic reevaluation is unnecessary.

It is absolutely critical to the timely process of the plan that the Corps' work in preconstruction engineering and design of the plan which has been proceeding for several years, be continued on schedule.

Given the importance of this plan to the greater Chicagoland area, we urgently request that $2 million be included in the FY '91 Energy and Water Development Appropriations Bill to continue the critical preconstruction engineering and design activities for the McCook and Thornton Reservoirs. As a measure of the widespread public support for these two critical projects and this necessary FY '91 federal funding, I have taken the liberty of enclosing a recent Chicago Tribune editorial in support of these projects.

Again, we thank the Subcommittee for its support of our projects over the years and we thank you in advance for your consideration of our requests this year.

Chicago Tribune

FOUNDED June 10, 1847

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10 Section 1 Saturday, February 10, 1990

A budget gap that invites disaster

President Bush's new budget contains more than $3.3 billion for the U.S. Army Corps of Engineers to spend primarily on flood control and navigation, a generous contribution to vital public works projects nationwide. It contains no generosity—not a nickel—for an equally vital project in the Chicago area.

This puts the Metropolitan Water Reclamation District and the Illinois congressional delegation back where they were last year at this time: preparing for a spring and summer of battling for what amounts to only small change in that budget. Specifically, the district is asking for $5 million to continue construction of a reservoir near O'Hare Airport and to continue design and engineering work on reservoirs proposed for stone quarries at McCook and Thornton.

The reservoirs are an essential part of the district's mission to control flooding, particularly to spare homes, businesses and Lake Michigan from fouling by stormwater and sewage during torrential rains. The Deep Tunnel system, itself still under construction, does this job remarkably well, but has limited capacity during these increasingly commonplace downpours.

With a combined capacity of more than 18 billion gallons at completion, the reservoirs would provide the places to store the polluted brew until it could be treated and released. Without them, the lake and more than 500,000 structures in 52 communities remain at risk of flooding and sewer backup, at an estimated annual cost of more than $140 million.

The plan all along has been to link the tunnels and reservoirs into a combined system, with the corps endorsing the idea as a cost-efficient, environmentally sound strategy in the federal interest. Congress authorized the O'Hare reservoir in 1986 and the other two in 1988, a sensible choice since $1.6 billion—much of it federal—already has been spent on a system that will be marginally helpful if it isn't finished correctly.

Yet in the peculiar way things work in Washington, the money has not been there to match the authorization. In the last Reagan budget, the project was omitted; the district, after asking for $3 million, had to settle for $2.25 million in an 11th-hour wrestling match in Congress. The new fight is even more critical. The district has bought the land for the O'Hare reservoir with construction to begin this year, and early design work has begun for the others.

The first job for the Illinois delegation, which has been solidly supportive, is to get the $5 million to keep the project on schedule and ensure that all the money spent so far isn't wasted. The bigger job is to convince the rest of Congress and whoever occupies the White House that it is silly to play this game every year. There should be a permanent commitment to fund this mission until it is completed.

WEDNESDAY, MARCH 28, 1990.

FOREST RIDGE PENINSULA PARK

WITNESSES

HON. DAVID PRICE, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NORTH CAROLINA

HON. JIMMY RAY, MAYOR OF WAKE FOREST, NC

Mr. BEVILL. Next is Congressman David Price.

Mr. PRICE. Thank you, Mr. Chairman.

I have with me today a constituent and a good friend, the able Mayor of Wake Forest, North Carolina, Mr. Jimmy Ray.

We appreciate the chance to appear before you. I will say only a couple of things and then leave our limited time to him because he has, I think, a very important story to tell and a very important project to urge your attention to.

This is an appropriation for development of a water based recreation and park site at Forest Ridge Peninsula Park.

It is a 400-acre site on an Army Corps of Engineers project, Falls Lake in North Carolina just outside the town limits of the Town of Wake Forest.

Such an appropriation for development of this project would be in keeping with the original objectives specified in the enabling legislation for Falls Lake and supported by subsequent appropriations.

With that, let me turn over the microphone to Mayor Jimmy Ray.

Mr. BEVILL. Glad to have you with us.

Mr. RAY. Thank you, Congressman.

Mr. Chairman, Members of the Subcommittee on Energy and Water Development, thank you for the opportunity to speak with you today. My name is Jimmy Ray, and I am Mayor of the Town of Wake Forest, North Carolina.

The current Wake Forest town limits are one and one half miles—within one and one half miles of Falls Lake, an Army Corps of Engineers project previously authorized by Congress and subject to continuing appropriations for capital facilities and operations.

The Falls Lake project was constructed for three primary purposes. Flood control, water supply and recreation/open space.

The project was envisioned as a means of controlling flooding in the Neuse River basin, providing a reliable regional water supply, and providing considerable public benefit through park development and recreational opportunities.

Since the completion of the impoundment in 1983, the Falls Lake project has begun to accomplish the purposes which were envisioned by Congress in its authorizing legislation and supported by subsequent appropriations.

The recreation/open space objectives were to be accomplished through a partnership of the Federal Government acting through the Army Corps of Engineers, the State of North Carolina, local governments, and the private sector (principally in the contracted services area).

A thorough planning process was undertaken, led by the Corps of Engineers, which identified a number of park sites on Falls Lake.

Conceptual plans were developed for each of the sites. One such identified and planned site was named Forest Ridge Peninsula park which I will refer to as Peninsula Park.

Peninsula Park is located on the eastern portion of Falls Lake where old NC-98 highway (now state road 1967) dead ends into the lake.

This site is not within one and one half miles of the current Wake Forest Town Limits.

Peninsula Park contains approximately 400 acres of land which was slated for water-based recreation purposes in the planning process. The plans developed indicate major park status with a variety of activities available such as boating, fishing, swimming, and picnicking.

In the late 1970's, the Corps of Engineers planned to spend $4 million in facility development at Peninsula Park and had that amount of funding available to accomplish the work. At that time the Corps of Engineers sought another agency to be the operator of the park.

Discussions were held with various government al units including the State of North Carolina, Wake County and the Town of Wake Forest. For a variety of reasons, none of these governmental units were able to step forward and undertake the operating responsibility for Peninsula Park.

At the time the Town of Wake Forest was financially unable to assume the cost of operation and maintaining the park, particularly a major park of this nature designed to serve a regional population. Because no agency stepped forward, the $4 million allocated for capital development of Peninsula Park was not used in that manner and was redirected to other facilities within the overall Falls Lake project.

While the need for the Peninsula Park project as envisioned in the enabling legislation for Falls Lake remained, the means to turn the visions to reality was no longer there. The region continued to grow in population in the 1980's, as did the Town of Wake Forest, in fact, making the need for Peninsula Park even more important.

In 1988, the Town of Wake Forest, as a part of its continuing planning process, reopened discussion with the State of North Carolina and the Corps of Engineers.

We created an 80 member task force and developed a new plan reflecting the recreational needs of the Town Wake Forest and also the region.

Following lengthy discussions and meetings with representatives of all parties, a plan was approved and a sublease agreement between the Corps of Engineers, the State of North Carolina, and the Town of Wake Forest was developed.

The Town of Wake Forest has approved this agreement and on October 2, 1989, the State of North Carolina approved the agreement with the Corps of Engineers approval to follow.

The overall development plan for Peninsula Park is estimated to be approximately $14 million in 1989 dollars. The Town of Wake Forest has committed $450,000 for the development of the park and has agreed to provide the necessary funds for operation and maintenance of the park.

We anticipate that private enterprise will contribute development monies in the form of corporate and business contributions. We believe that the opportunity before us is a true public-private opportunity and a prime example of a successful intergovernmental partnership between fed, state and local governments.

Further, we believe that the Federal Government, acting through the Corps of Engineers, has an obligation to the development of Peninsula Park as evidenced by the will of Congress expressed in the enabling legislation and subsequent legislation and appropriations.

We believe that obligation could be moved toward fulfillment with the allocation or reallocation of the original $4 million allocated for development of Peninsula Park previously.

While today's $4 million will not complete the facilities originally or subsequently planned for the park, it will provide a significant boost toward meeting the water-based recreation needs of the region.

The Town of Wake Forest recognizes its role now as active partner in this project and fully accepts its responsibility. We believe that the Federal Government should now do likewise in accord with the vision which defined the Falls Lake Peninsula Park in the amount of $4 million will greatly acknowledge that responsibility and solidify the governmental partnership.

Thank you for your time and consideration of our need, and I will be happy to answer any questions which you may have.

[The information follows:]

TESTIMONY OF
HON. JIMMY RAY, MAYOR OF WAKE FOREST, NORTH CAROLINA
BEFORE THE APPROPRIATIONS SUBCOMMITTEE
ON ENERGY AND WATER DEVELOPMENT
MARCH 28, 1990

SUMMARY OF REQUEST

An appropriation of $4 million is requested for development of a water-based recreation and park site at Forest Ridge Peninsula Park, a 400-acre site on an Army Corps of Engineers project, Falls Lake in North Carolina. Such an appropriation for development of this project would be in keeping with the original objectives specified in the enabling legislation for Falls Lake and supported by subsequent appropriations.

Action is requested of the House of Representatives Committee on Appropriations, Subcommittee on Energy and Water Development which would result in the appropriation of $4 million toward development of Forest Ridge Peninsula Park in the 1991 Energy and Water Appropriations Bill.

Mr. Chairman, members of the Subcommittee on Energy and Water Development and Subcommittee staff, thank you for the opportunity to speak with you today. My name is Jimmy Ray and I am Mayor of the Town of Wake Forest, North Carolina. Wake Forest is located in the Research Triangle region of North Carolina and has a current population of approximately 6300. Historically, Wake Forest has been a relatively poor community; however, growth in recent years is changing our community and our region. The current Wake Forest Town Limits are within one and one-half miles of Falls Lake, an Army Corps of Engineers' project previously authorized by Congress and subject to continuing appropriations for capital facilities and operations.

The Falls Lake project was authorized and constructed for three (3) primary purposes: flood control, water supply and recreation/open space. The project was envisioned as a means of controlling flooding in the Neuse River basin, providing a reliable regional water supply, and providing considerable public benefit through park development and recreational opportunities. Since the completion of the impoundment in 1983, the Falls Lake project has begun to accomplish the purposes which were envisioned by Congress in its authorizing legislation and supported by subsequent appropriations.

The recreation/open space objectives were to be accomplished through a partnership of the Federal Government acting through the Army Corps of Engineers, the State of North Carolina, local governments, and the private sector (principally in the contracted services area). A thorough planning process was undertaken, led by the Corps of Engineers, which identified a number of park sites on Falls Lake. Conceptual plans were developed for each of the sites. One such identified and planned site was named Forest Ridge Peninsula Park which I will refer to as Peninsula Park. Peninsula Park is located on the eastern portion of Falls Lake where old NC-98 highway (now State Road 1967) dead ends into the lake. This site is now within one and one-half miles of the current Wake Forest Town Limits.

Peninsula Park contains approximately 400 acres of land which was slated for water-based recreation purposes in the planning process. The plans developed indicate major park status with a variety of activities available such as boating, fishing, swimming, and picnicking. In the late 1970's, the Corps of Engineers planned to spend $4 million in facility development at Peninsula Park and had that amount of funding available to accomplish the work. At that time the Corps of Engineers

sought another agency to be the operator of the park. Discussions were held with various governmental units including the State of North Carolina, Wake County and the Town of Wake Forest. For a varity of reasons, none of these governmental units were able to step forward and undertake the operating responsibility for Peninsula Park. At the time, the Town of Wake Forest was financially unable to assume the cost of operation and maintaining the Park, particularly a major park of this nature designed to serve a regional populaton. Because no agency stepped forward, the $4 million allocated for capital development of Peninsula Park was not used in that manner and was redirected to other facilities within the overall Falls Lake project.

While the need for the Peninsula Park project as envisioned in the enabling legislation for Falls Lake remained, the means to turn the visions to reality was no longer there. The region continued to grow in population in the 1980's as did the Town of Wake Forest, in fact making the need for Peninsula Park even more important.

In 1988, the Town of Wake Forest, as a part of its continuing planning process, re-opened discussion concerning Peninsula Park. An 80-plus member task force was organized, a recreation facility consultant was employed and discussions were opened with the State of North Carolina and Corps of Engineers representatives. Using the original Corps of Engineers plan as base information, the task force worked to develop a new plan reflecting today's recreational needs of the Town of Wake Forest and the region. Our approach was to seek a partnership with those agencies responsible for meeting the public recreational needs of the Town of Wake Forest and the region -- the partnership originally envisioned in Congress' authorization for the Falls Lake project.

Following lengthy discussions and meetings with representatives of all parties, a plan was approved and a sub-lease agreement between the Corps of Engineers, the State of North Carolina, and the Town of Wake Forest was developed. The Town of Wake Forest has approved this agreement and on October 2, 1989, the State of North Carolina approved the agreement with the Corps of Engineers approval to follow.

The overall development plan for Peninsula Park is estimated to be approximately $14 million in 1989 dollars. The Town of Wake Forest has committed $450,000 for the development of the Park and has agreed to provide the necessary funds for operation and maintenance of the Park. Civic organizations and non-profit community-based organizations have committed an additional $205,000 for development of the Park. We anticipate that private enterprise will contribute development monies in the form of corporate and business contributions. We believe that the opportunity before us is a true public-private opportunity and a prime example of a successful intergovernmental partnership.

between federal, state and local governments. Further, we believe that the Federal Government, acting through the Corps of Engineers, has an obligation to the development of Peninsula Park as evidenced by the will of Congress expressed in the enabling legislation and subsequent legislation and appropriations. We believe that obligation could be moved toward fulfillment with the allocation or re-allocation of the original $4 million dollars allocated for development of Peninsula Park previously. While today's $4 million dollars will not complete the facilities originally or subsequently planned for the Park, it will provide a significant boost toward meeting the water-based recreation needs of the region. The Town of Wake Forest recognizes its role now as active partner in this project and fully accepts its responsibility. We believe that the Federal Government should now do likewise in accord with the vision which defined the Falls Lake Project. The restoration of an original funding allocation for Peninsula Park in the amount of $4 million dollars will greatly acknowledge that responsibility and solidify the governmental partnership.

Thank you for your time and consideraton of our need, and I will be happy to answer any questions which you may have.

Mr. BEVILL. Thank you, Mayor, very much.
We will work with your friend, Congressman David Price.
I appreciate your testimony.

WEDNESDAY, MARCH 28, 1990.

INDIANA PROJECTS

WITNESS

HON. PETER J. VISCLOSKY, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF INDIANA

Mr. BEVILL. Our good friend and colleague, Congressman Peter Visclosky is next.

We will be glad to hear from you, Peter.

Your prepared statement will be made a part of the record.

Mr. VISCLOSKY. Mr. Chairman, I appreciate that.

I will be brief, understanding that a vote is taking place.

I would first of all want to thank you and the ranking minority Member, Mr. Myers, from Indiana for all the kindness and courtesy and support you have given me during my five years in the United States Congress.

The fact is this year after nearly three decades of discussion and debate, the Administration has asked for full funding for the Little Calumet River Flood Control Project.

The construction starts this year, and would not be possible without the strong support of you and the committee.

I am here today essentially to ask for two add-on's totaling $245,000. The first is in the amount of $125,000 related to the Lake George Project in Hobart, Indiana.

Initial funding was provided in fiscal year 1990 by this committee as an add on that allows the Army Corps of Engineers to begin the necessary planning and engineering report.

For the coming fiscal year 1991, I am requesting $125,000 that will allow the Army Corps to complete their report.

The second project I would like to discuss is the Cady Marsh Ditch Project located in Griffith and Highland, Indiana. It was authorized in the 1986 Water Act.

The authorization will expire at the need of this year unless funds are obligated. The towns are subject to flooding. The projects feature channel improvements, construction of a diversion conduit and improvements in drainage. Existing funding for this project should total $220,000. These funds will be used for planning, engineering and design specifications and will enable the Corps to initiate the general design memorandum.

In addition to the funds requested for this project, I would request the subcommittee's indulgence to include language in the

body of the legislation mandating the Army Corps of Engineers to expend the funds for this project during fiscal year 1991.

I have been informed instructions would be necessary to ensure that this project is begun in a timely manner.

Mr. Chairman, Mr. Myers, I do not want to unduly take your time. Again, you have been exceedingly kind and generous to me.

I simply wanted to put before the subcommittee in terms of the record these two add-on's that I am requesting today.

Mr. MYERS. Pete, thank you for coming today.

I am sorry more of the Indiana delegation is not with you. I can tell you from being on this committee I have learned that the states that get the money have unanimity. For some states practically all the Members show up in support of these programs.

I am always disappointed Indiana does not have that. In the State of Kentucky almost every Member was either here or at least sent a message.

Florida is also the same way. The huge delegation from Florida is unanimous in their efforts to help their state. We will later hear from California. We will hear from Texas.

You find all the delegations coming. You and I and most of the Indiana delegation are criticized at home because we don't get more money for our state.

It is our own fault. We don't come forward.

I appreciate your efforts. The committee appreciates your efforts and that you are here working for your district and working for the State of Indiana. I am sorry we don't have more colleagues here.

Mr. VISCLOSKY. I appreciate your comments. I feel that we are covered in terms of our being noticed.

Mr. MYERS. We appreciate it. Thank you for coming today.

Mr. BEVILL. Mr. Myers and I and the subcommittee will be working with you.

We hope we can be of some help.

[The statement of Hon. Peter J. Visclosky follows:]

PETER J. VISCLOSKY
1ST DISTRICT, INDIANA

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TESTIMONY OF

CONGRESSMAN PETER J. VISCLOSKY

BEFORE THE HOUSE SUBCOMMITTEE ON ENERGY AND WATER

COMMITTEE ON APPROPRIATIONS

MARCH 28, 1991

Mr. Chairman, I would first like to thank you, Mr. Myers and the members of the subcommittee for allowing me to testify today regarding funding for several water development projects important to Northwest Indiana. I will principally focus my comments on two projects.

Last year, the subcommittee approved, and Congress subsequently enacted, a request I made concerning the Lake George project in Hobart, Indiana. This initial funding for Fiscal Year (FY) 1990 has allowed the Corps to begin the necessary planning and engineering report. For FY 1991, I am requesting $125,000 that would allow the Corps to complete this report.

The second project I would like to discuss is the "Cady Marsh Ditch" located in Griffith and Highland, Indiana. Originally authorized in the Water Resources and Development Act of 1986, this project has not been funded yet. The project authorization will expire on December 31, 1991 unless funds are expended before that time.

The towns of Griffith and Highland are subject to flooding from the Cady Marsh Ditch. The authorized project features channel improvements, construction of a diversion conduit and improvements in drainage for existing levees.

I have been informed that initial funding for this project will total $220,000. These funds will be used for the planning, engineering and design specifications and will enable the Corps to initiate the general design memorandum.

In addition to the funds requested for the Cady Marsh Ditch project, I would request that the subcommittee include specific, directive language in the body of the legislation mandating that the U.S. Army Corps of Engineers must expend the funds for this project during FY 1991. I have been informed that such instructions are necessary to ensure that this project is begun in a timely manner.

I would be remiss if I did not take this opportunity to again thank the subcommittee for approving my request for initial funds for the Little Calumet River Project last year. After 25 years of negotiating, compromising and planning, I am pleased to report that groundbreaking will take place in the next few months and that the project is proceeding ahead. I strongly support the Corps' FY 1991 request for $3.39 million. These monies will allow the Corps to complete design of construction segments, begin construction of levees and complete flood proofing begun in FY 1990.

I am also pleased to note that the Corps, in their FY 1991 budget recommendations, requested $105,000 for the completion of plans and specifications for the Indiana Shoreline Erosion project. This important work will mitigate erosion damage to Mt. Baldy and the Indiana Dunes National Lakeshore.

I have reviewed the Corps' other FY 1991 budget requests and I also endorse them. These projects include:

- o $21,000 for monitoring revetments in Beverly Shores
- o $143,000 for maintenance of the harbor breakwaters and channel at the Burns Waterway Harbor
- o $340,000 for beach nourishment and sediment surveys at the Burns Waterway Small-boat Harbor
- o $597,000 to continue detailed design of the disposal plan for the Indiana Harbor Confined Disposal Facility
- o $52,000 for maintenance of the Michigan City Harbor dredging of the harbor and Trail Creek.

In closing, I would like to thank the Chairman, Mr. Myers and the subcommittee for their support in the past and I appreciate your consideration of my requests for the upcoming year.

WEDNESDAY, MARCH 28, 1990.

UMATILLA BASIN PROJECT

WITNESSES

HON. ROBERT F. (BOB) SMITH, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF OREGON
HADLEY AKINS, PENDLETON, OR

Mr. BEVILL. The Chair recognizes our good friend and colleague, Congressman Bob Smith of Oregon. You may proceed as you wish.

Mr. SMITH. Thank you very much, Mr. Chairman.

Your generosity is much appreciated. I am here for another project which was begun by the Congress last year called the Umatilla Project, which you recall was authorized. About $60,000 was appropriated for this year for engineering which has been used.

The money that we requested this year of $7 million was eliminated from the President's budget. We are here trying to reinstate that.

The gentleman on my right is Hadley Akins. He has been probably the one person who originated this program and supported it for 10 years, has pulled together the tribes, the irrigators, the local community people into a compromise which you now see before you called the Umatilla Basin Project, which basically distributes water from the Columbia River to the Umatilla River, and enhances the fish population in that river.

Mr. Akins just retired as a 27-year member of the United States National Bank, where he was an agricultural representative and a Vice President. He knows intimately the economics of this issue.

With your permission, Mr. Chairman, I will ask Mr. Akins to present testimony.

Mr. BEVILL. We are pleased to have you, Mr. Akins. Your full prepared statement will be made a part of the record. You may summarize or proceed as you wish.

Mr. AKINS. Thank you, Mr. Chairman. Thank you, Bob.

I appreciate your invitation today. I wouldn't take any more of your time than necessary. I will submit written comments that are a little more lengthy. I will summarize those.

The Umatilla Basin Project is about 10 years old. The contenders for water in the Umatilla River were originally the Indians and the irrigators, two groups about as far apart as you could possibly get any groups of people.

The first few meetings we had, we thought there was less than a zero chance of ever arriving at a compromise and being able to satisfy both parties. The more we met, the more we determined we could do something. There were some good tribal people, community people and irrigators who did arrive at a plan to not only increase water in the Umatilla River to propagate fish, but to satisfy the irrigator's needs, too.

The irrigators contribute about a $50 million annual agriculture economy in Umatilla County. The salmon had not been in the Umatilla River for 70 years. They were guaranteed to the Indians in their 1955 treaty. This happened nationwide in treaties for natu-

ral resources that were since abrogated for other reasons, and the Indians were not able to benefit.

When we first started talking about this project, the tribes were at the point of litigation. Of course, litigation in this kind of a problem never satisfies anybody. It drags on for years. It would have cost far more than the solution we have arrived at.

We are asking you to insert $7 million in the Bureau of Reclamation budget for fiscal year 1991. This would complete the first phase of the project. The first phase of the project can stand alone. It is not dependent on the rest of the project. It is a small enough phase that it should be funded completely and it can be built in one year's time.

If we have to split the funding between a couple of years, we are going to make it more expensive because we would have to discontinue construction and restart construction, and a number of things. We don't want to have to do that.

During the time we were planning on this project, the tribes and the Oregon Department of Fish and Wildlife were planting salmon in the Umatilla River. They are coming back. This is happening for the first time in seven years. There were so many salmon, in fact, that two years ago, we instituted an Indian dip net fishery to see what would happen.

This last year, we instituted an experimental fishery for non-Indians and Indians to see what would happen, and this type of thing. Luckily or fortunately, it came off without a hitch. There was no competition, no problems. They got along well.

At the new fish ladder and collecting facility that has been built by Bonneville Power Administration, you often see Indians, irrigators and townspeople down there volunteering their help and tagging and transporting these fish up river. We have a unique project. We have been told these kinds of groups of people have never before gotten together to this extent in this kind of a project.

Of course, this cooperation sort of hangs on a thread sometimes. We have to keep making progress to show both sides we can get the job done. It is for some of these reasons that we are asking that you do insert $7 million to keep this thing alive and to provide construction funds for this first phase.

We sure appreciate your time.

Mr. BEVILL. We will work with our friend, Bob, and do as best we can.

[The statement of Mr. Akins follows:]

HONORABLE TOM BEVILL, CHAIRMAN

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

COMMITTEE ON APPROPRIATIONS

U.S. HOUSE OF REPRESENTATIVES

WASHINGTON D.C.

28-810 1546

TESTIMONY OF
THE UMATILLA BASIN PROJECT STEERING COMMITTEE
REGARDING FY 1991 APPROPRIATIONS
FOR THE
UMATILLA BASIN PROJECT
A BUREAU OF RECLAMATION FISH RESTORATION PROJECT

The Umatilla Basin Project was authorized by the 100th Congress, and the first funds: totaling $650,000 were appropriated in FY 1990. These funds were for completion of final design, right-of-way and easement acquisition, and contract preparation on the first phase of the project. Construction can begin in the fall of 1990, but it would be physically and economically inefficient to begin construction without assurance that funds will be available to continue to completion. This is not a large request, requiring only $7 million and one year of effort to basically complete construction on the first phase.

This first phase can stand alone and is vitally important to the migration of anadromous fish to the Umatilla River. The State of Oregon and the Umatilla Tribe have been introducing stocks the past seven years, and returns have increased to a total of more than 5,000 adult fish in 1989, this being accomplished in a stream that has been devoid of any salmon for 70 years. Interim effort to supply additional streamflow through conservation, user cooperation, and a small amount of exchange pumping have been stretched beyond their limits.

The continued increase in fish numbers to utilize available spawning habitat is now dependent on the additional streamflow the project will provide.

Exhibit A attached is a summary of the entire Umatilla Basin Project, its background, development, and benefits.

Exhibit B is a brief description of the most important entities involved and their participation and commitments.

Exhibit C is a list of those people and organizations who have endorsed the project, and whose testimony is available on request.

This project is the result of more than 10 years of cooperative effort, and is basically an agreement between Indians and non-Indian irrigators to enhance and share a basic natural resource rather than rely on litigation. Such cooperation is unprecedented in recent U.S. History.

For further information, contact:

Hadley Akins, Executive Director
Umatilla Basin Project Steering committee
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Pendleton, Oregon 97801
(503) 276-0902

THE UMATILLA BASIN PROJECT

Exhibit A

A SUMMARY

The Confederated Tribes of the Umatilla Indian Reservation (CTUIR), in a treaty with the United States signed in 1855, ceded over 6,000 square miles to the U.S. and in return were promised protection of their fishing and hunting rights within the reservation then established. They were also guaranteed fishing and hunting rights at all "usual and accustomed" sites outside the reservation, plus assistance in the development of a viable economy on the reservation.

At the time of the treaty, and until the early years of this century, there were substantial runs of salmon and steelhead in the Umatilla River within the reservation as well as in the Columbia River and its other tributaries where the Indians normally fished.

Subsequent to the treaty date, virtually all the seasonal water in the Umatilla River was allocated under state law to other uses, primarily irrigation. To facilitate irrigation, the Bureau of Reclamation (BR) assisted in the construction and operation of several water distribution systems within the Umatilla Basin. Thus, we have an agency of the U.S. Government and the State of Oregon becoming parties to subversion of guaranteed Indian treaty rights. The fish problem was compounded with construction of the many dams in the Northwest which are now recognized as a major factor in the demise of historic fish runs. The results are that there is now only a token run of native steelhead left in the Umatilla River, and the Indians' economic, social, and cultural life is severely impacted.

Irrigated agri-business is a large segment of the Umatilla Basin economy, exceeding $50 million annually. More than 40,000 acres are watered by basin supplies, supporting 2,000 full and part time farms and providing lifestyle and economic benefits to a population of 8,000 suburbanites. Loss of irrigation water would significantly damage this economy, a threat that cannot be tolerated if there is any solution. The problem becomes one of reconciliation and compromise, not an easy task with positions as diverse as those held by Indians and irrigators.

In 1982, the CTUIR and the Oregon Department of Fish and Wildlife (ODF & W) asked BR to investigate possible solutions, and the Umatilla Basin Project Steering Committee (UBPSC) was formed to provide objective leadership and to mediate differences. Without these efforts, there would have been expensive and divisive litigation that would have polarized our community and decimated our economy. But during these eight years BR has produced a plan that will restore fish runs to the river and at the same time protect the irrigated economy. Endless discussion has fostered an understanding that is a rarity in today's confrontational environment. Both sides have exhibited remarkable restraint and sincerely respect each others' objectives and positions. However, without continued tangible progress toward our goals, the restraint becomes tenuous and the specter of litigation remains.

CTUIR and ODF & W began releasing juvenile salmonids in the Umatilla River in 1982. A small return occurred in 1986 and significantly larger returns, including some adults, have occurred in subsequent years. The Northwest Power Planning Council (NPPC) has made fishery enhancement and reparation one of its principle objectives, with the result that Bonneville Power Administration (BPA) has committed $20 million of rate payer funds to the programs. BPA has financed rearing installations and channel improvements that are now complete, and is in the final planning and design phase of improvements to passage and screening facilities at several river diversions. These activities will significantly improve fish passage when there is sufficient flow in the river. But unfortunately, during the critical months of May and June when juveniles are moving downstream, and in September and October when adults are returning, flows in the river are at their lowest due to both low seasonal flows and withdrawals for irrigation. To realize the full benefits of the investment by BPA rate payers and others, we must have more water in the Umatilla River.

The BR plan, which has been approved by all effected parties, is a water exchange project. Water from the Columbia River would be supplied to three irrigation districts which, in return, would give up part of their legal rights to upstream storage and natural flows in the Umatilla River. The project can be phased, with the first and smallest phase being the most critical. This would be a small pumping station near the mouth of the Umatilla River, estimated to cost $7 million, which would solve the fish passage problems at Three Mile Dam, the most critical barrier. West Extension Irrigation District would use this pumped water and would leave in the river part of what it currently withdraws. A second phase would provide a larger pumping and canal complex, estimated to cost $36 million, that would lift water to Cold Springs Reservoir from where it would be distributed to Hermiston and Stanfield irrigation districts. They, in turn, would leave in the Umatilla River part of the natural flow they now divert, and Stanfield would give up its storage rights on McKay Reservoir which would be used to maintain the streamflow.

To date, irrigators have adjusted their fall schedules whenever possible in an attempt to leave some additional flows in the river, and CTUIR and ODF & W have made plans to implement a trap and haul program to transport fish upstream. But both of these programs are expensive, only partially effective, and not sustainable over an extended period of time. In jeopardy are the benefits of the investments in several years of fish stocking and the physical improvements sponsored by NPCC and BPA.

No losers are apparent in the Umatilla Basin Project. Treaty rights will be restored, a multi-million dollar fishery resource will be established, the present economic and life style interests of the off-reservation population will be protected, and costly and divisive litigation will be avoided.

UMATILLA BASIN PROJECT

Exhibit B

A PARTNERSHIP

This project illustrates the ultimate in cooperation and planning to reach a common goal. Elements as diverse as Indian tribes, irrigators, sportsmen, community leaders, and government have pooled their resources and talents to solve a critical conflict over water availability in the Umatilla Basin. Since 1982, the interested parties have invested time, money, and patience to reach agreement on a plan that will avoid confrontation and solve the fish and water dilemma.

The first Federal planning began in 1980, when the Confederated Tribes of the Umatilla Indian Reservation (CTUIR) asked the Oregon Department of Fish and Wildlife (ODFW) and the Bureau of Reclamation (BR) to investigate opportunities to reestablish anadromous fish runs in the Umatilla River. The first efforts by BR were co-mingled with planning in other areas, but the Umatilla Basin Project (Project) began assuming its own identity in 1982. Since that date direct Federal funding devoted to planning and design have exceeded $2.25 million and the FY 1990 budget proposal includes an additional appropriation for the start of construction.

Also in 1982, the Northwest Power Planning Council (NPPC) adopted the Columbia River Basin Fish and Wildlife Program, which, in effect, caused Bonneville Power Administration (BPA) to become an active participant in restoring fish resources throughout the Columbia Basin. The program was amended in 1984, and again in 1987, with each revision providing specific benefits to the Project. Through BPA, northwest rate payers will contribute in excess of $20 million to fish enhancement activities on the Umatilla River and its tributaries. Completed or under construction are rearing, hatchery, passage, and habitat improvements totalling $6.9 million. In final design are $8.2 million worth of further improvements, with another $5.5 million in planning. The BPA commitment also includes energy costs for the life of the Project.

Oregon's direct participation so far has been $150,000 to maintain a part time office. This has been vital to monitoring, coordinating, and promoting Project activities. ODFW has provided technical assistance in all fishery efforts, and the Oregon Water Resources Department and the Legislature have successfully initiated several measures that benefit the Project.

Irrigation districts have voluntarily regulated their diversions to provide additional flows at critical migration times, and have stopped fall diversion early the past five years. This has cost the districts a minimum of $100,000 in lost revenue and has reduced crop production for some farmers. The districts have participated in salary and expenses of a biologist to monitor fish movement, coordinate diversions, and accumulate data. They have provided labor and equipment on numerous occasions to correct passage problems that could not await bureaucratic decision making. Many irrigator contributions are incalculable because they involve time and lost opportunities due to lower beneficial diversions.

The Umatilla Tribes have devoted funds and personnel from a number of sources since the inception of Project planning. Under contract with BPA, they have administered several habitat and rearing projects mentioned previously as a part of BPA's funding. The Bureau of Indian Affairs has granted $50,000 a year since 1982, for fishery enhancement. And the Tribes have paid in excess of $10,000 annually from their Fishing and Hunting Fund for administration, travel and per diem, and other expenses for personnel. Tribal biologists manage two fish rearing facilities, fish planting, monitoring, and other on-going activities in cooperation with ODFW.

There have been other contributions and volunteer efforts too numerous to itemize. Private parties donated land for two rearing facilities on the upper Umatilla River. The Union Pacific Railroad provided free of charge, a work train to haul materials and equipment to one of these sites that had no access other than by rail. An ad hoc steering committee, composed of irrigators, tribal representatives, and business people has met at least monthly since 1982.

Without all these efforts, the Project could not have progressed to its present status. But these investments have not as yet produced the streamflow to facilitate natural fish migration and production. A continuing and intensified commitment from all parties is still needed to achieve the water exchange under the pumping plan. Only these final steps will fully utilize all the investments to date.

INDIVIDUALS, ORGANIZATIONS, AND ENTITIES ENDORSING

Exhibit C

THE UMATILLA BASIN PROJECT

Oregon Wildlife Federation
Oregon Trout
Oregon Natural Resources Council
Oregon Water Resources Commission
Honorable Neil Goldschmidt, Governor of Oregon
Honorable Mike Thorne, Oregon Senate
Honorable Charles Norris, Oregon House
Umatilla County Commission
City of Stanfield
City of Umatilla
City of Hermiston
City of Pendleton
East Central Oregon Association of Counties
Umatilla County Soil and Water Conservation District
Oregon Department of Agriculture
Northwest Power Planning Council
Round-Up City Development Corporation
Umatilla Electric Cooperation
Confederated Tribes of the Umatilla Indian Reservation
Hermiston Chamber of Commerce
Pendleton Chamber of Commerce
Umatilla County Cattlemen's Association
League of Women Voters of Umatilla County
Stanfield Irrigation District
Westland Irrigation District
Hermiston Irrigation District
West Extension Irrigation District
County Line Water Improvement District
Columbia - Blue Mountain R C and D
Columbia River Inter-Tribal Fish Commission
Columbia Basin Fish and Wildlife Council
Port of Umatilla
Water Watch of Oregon
Tri-State Steelheaders
Oregon Bass Federation
Blue Mt. Bass Club
Governor's Groundwater Task Force
Mill Creek Sportsmen's Association
Oregon Department of Fish and Wildlife
Doris Bounds, Private Citizen
Wesley Grilley, Private Citizen
Mike Henderson, Private Citizen
Jerry Odeman, Private Citizen

Mr. BEVILL. We also have a statement from the Confederated Tribes of the Umatilla Indian Reservation. I will include it in the record at this point.

[The information follows:]

Testimony of
The Confederated Tribes of the Umatilla Indian Reservation
Regarding
FY 1991 Appropriations for the UMATILLA BASIN PROJECT (Bureau of Reclamation)
Submitted to Committees on Appropriations
U.S. Senate and U.S. House of Representatives
Washington, D.C.

SUMMARY

FY '91 REQUEST

The Confederated Tribes of the Umatilla Indian Reservation respectfully request the addition of $7,052,200 to the Bureau of Reclamation fiscal year 1991 budget for the Umatilla Basin Project.

UMATILLA BASIN PROJECT

The Umatilla Basin Project is a water exchange project authorized by the 100th Congress. The project will pump water from the Columbia River to the federal irrigation project in exchange for an equal amount of Umatilla River water which will be left in the river during periods of anadromous salmon and steelhead migration. Costly, devisive tribal-nontribal conflict will be averted. Salmon runs and productive tribal and nontribal fisheries will be restored. The nontribal agricultural economy will be kept whole.

The project has two discrete phases. The first phase has a total cost of approximately $10 million, has independent utility, and can be completed by the spring of 1992. The second phase has a total cost of approximately $32 million and depending on availability of funds, could be completed by 1995-96.

COST/BENEFIT & LOCAL COST SHARE

The Umatilla Basin Project has a favorable benefit/cost ratio, 1.65:1. Anadromous fish benefits will accrue to Alaska, Washington and Oregon tribal and nontribal ocean and inland recreational and commercial fisheries.

The project is an integral part of an overall anadromous fish restoration program in the basin. Approximately 30% of total construction cost and more than 75% of total annual operation, maintenance and replacement costs will be local cost share.

More than $11 million (capital construction cost) in local cost share have been invested to date. An additional $13 million have been obligated in anticipation of complementary federal funding authorized by Congress.

STATUS

Congress appropriated $650,000 in FY 1990 to begin construction of the Umatilla Basin Project. These funds are being used to complete final design and prepare for issuing a construction contract for phase one of the project. The Bureau of Reclamation has stated it will not issue a construction contract until FY 1991 funding is assured.

There is no money for the Umatilla Basin Project in BR's FY 1991 budget. BR has expressed the capability to spend $7 million in FY 1991. This amount would advance construction to the point the project could become operational in time to provide critical fish passage flows in the spring of 1992. Design of the second phase of the project also would begin. An additional $52,200 is required to fund tribal involvement in the project during FY '91.

TESTIMONY OF
CONFEDERATED TRIBES OF THE UMATILLA INDIAN RESERVATION
REGARDING
FY 1991 APPROPRIATIONS FOR THE UMATILLA BASIN PROJECT (BUREAU OF RECLAMATION)
SUBMITTED TO
COMMITTEES ON APPROPRIATIONS
U.S. SENATE AND U.S. HOUSE OF REPRESENTATIVES
WASHINGTON, D.C.

INTRODUCTION & SUMMARY

The Confederated Tribes of the Umatilla Indian Reservation respectfully request the addition of $7,052,200 to the Bureau of Reclamation fiscal year 1991 budget for the Umatilla Basin Project. The project was authorized for construction by the 100th Congress.

Congress appropriated $650,000 to begin construction in FY 1990. These funds are being used to complete final design and prepare a construction contract. The Bureau of Reclamation has stated it will not issue a construction contract until FY 1991 funding is assured.

There is no money in the Bureau of Reclamation FY 1991 budget for the project. The Bureau has expressed capability to spend $7 million in FY 1991. This amount would advance construction to the point the first phase of the project, which has independent utiltity, could become operational in early 1992.

More than $11 million (capital construction cost) in local cost-share have been invested to date and another $18 million obligated in anticipation of the complementary federal investment authorized by Congress.

BACKGROUND

The Umatilla Basin Project is designed to remedy serious, long-standing water use conflicts in the Umatilla River Basin. Contrary to the solemn promises of our treaty with the U.S. Government which specifically guaranteed the Tribe's on-reservation fishery, for more than 70 years the federal irrigation project in the basin seasonally has dewatered the lower reaches of the Umatilla River. Salmon runs critical to our peoples' social, economic and cultural well-being were exterminated. This has pitted the tribe against the nontribal community in a desperate struggle for economic survival.

Instead of turning to the courts for relief, a decade ago the tribe sought and received from Congress funds for the Bureau of Reclamation to help tribal and nontribal people of the basin find a constructive solution to the conflict created by the federal irrigation project. The Umatilla Basin Project, which would exchange water from the Columbia River for water presently being diverted from the Umatilla River, is the result of many years of effort and compromise. It is not the most desirable solution. It is a pragmatic, least-cost solution.

Unlike many tribal/nontribal water use conflicts elsewhere in the nation, we are fortunate there is an abundance of water to solve the problem in the Umatilla Basin. The Columbia River, fourth largest river in North America, flows past our doorstep. All that is required is to trade nontribal irrigators a small fraction of this water so they may leave a like amount of water in the Umatilla River during critical times of anadromous fish migration.

THE PROJECT

The project has two discrete phases. The first phase has a total cost of approximately $10 million, has independent utility, and can be completed by the spring of 1992. The second phase has a total cost of approximately $32 million and depending on availability of funds, could be completed by 1995-96.

The first phase of the project would allow periodic exchange of Columbia River water for Umatilla River water presently diverted at the lowermost major irrigation diversion on the main-stem Umatilla River. Completion of this phase will ensure safe passage of adult salmon and steelhead into the Umatilla River. Facilities already constructed as part of the local cost share allow adult fish to be collected and transported upstream for release when seasonally irrigation-depleted streamflows dictate. The need for collection and transportation will be greatly diminished upon completion of phase two of the project.

BENEFIT/COST

The United States' treaty obligations to the Umatilla Tribe notwithstanding, tribal and non-tribal people of the Umatilla River Basin and the region worked hard to devise a win-win project that is cost-effective.

(1) **It has a favorable benefit:cost ratio**, 1.65:1, using a discount rate of 8 7/8%. This is based upon benefits analyses by the National Marine Fisheries Service and U.S. Fish and Wildlife Service in cooperation with the Oregon Department of Fish and Wildlife.

(2) **It has a large local cost-share.** The project is an integral part of an overall anadromous fish restoration program in the basin. Approximately 30% of the total program construction cost and more than 75% of total annual operation, maintenance and replacement costs will be local cost-share.

More than $11 million (capital construction cost) have already been invested and another $13 million obligated in anticipation of the complementary federal investment authorized in the Umatilla Basin Project Act by the 100th Congress. This includes:

(a) Major capital construction costs for fish passage and hatchery facilities;

(b) Providing the electric energy to run Umatilla Basin Project waterexchange facilities authorized by the 100th Congress.

(3) **It has widespread social and economic benefits.** The project will contribute an estimated 112,000 salmon and steelhead to tribal and nontribal fisheries throughout the Northwest. It will complement other federal and nonfederal investments in the region, including investments in fish passage facilities at federal mainstem Columbia River hydroelectric projects.

(4) **It will provide immedite return on investment.** Unlike most federal water-related projects, the Umatilla Basin Project will return immediate economic benefits to the Tribe, the local nontribal community, the region and the nation.

A substantial nonfederal investment has already been made in anticipation of the Umatilla Basin Project. More than 5,000 adult fish resulting from that investment returned to the Umatilla River in 1989. The first phase of the project would generate a substantial, immediate increase in fish returns and contributions to tribal and nontribal catches.

(5) **It will provide badly needed economic development opportunities** for the Umatilla Tribe, and badly needed economic diversification for local non-tribal economies heavily dependent upon agriculture.

(6) **It will defuse the potential for costly, devisive litigation** between tribal treaty-reserved rights to fish and the federal government and participants in the federal irrigation project.

(7) **It has strong, unanimous support of an unprecedented coalition** of local, state, tribal, regional and national fisheries interests and local, municipal, civic and agricultural interests.

STATUS/FY '91 FUNDING NEEDS

Congress appropriated $650,000 in FY 1990 to begin construction of the Umatilla Basin Project. These funds are being used to complete final design and prepare for issuing a construction contract for phase one of the project. The Bureau of Reclamation has stated it will not issue a construction contract until FY 1991 funding is assured. If Congress adds FY 1991 construction funds to BR's budget, a construction contract could be let in late fiscal year 1990. This would assure phase 1 water exchange facilities would be operational in time to provide critical fish passage streamflows in the spring of 1992.

There is no money for the Umatilla Basin Project in BR's FY 1991 budget. BR has expressed the capability to spend $7 millon in FY 1991. This amount would advance construction to the point the project could become operational in time to provide critical fish passage flows in the spring of 1992. Following is the Bureau's breakdown in projected FY '91 expenditures if funds are appropriated:

FEATURE	AMOUNT
INITIATE CONSTRUCTION - PHASE 1 WATER EXCHANGE FACILITIES	$5,820,000
PREDESIGN ACTIVITIES - REMAINDER OF PROJECT	230,000
INITIATE DESIGN - PHASE 2 WATER EXCHANGE FACILITIES	500,000
HISTORICAL & ARCHAEOLOGICAL ACTIVITIES	150,000
LEASE/PURCHASE OF WATER RIGHTS	250,000
SERVCE FACILITIES (OFFICE SPACE, ETC.)	50,000
TOTAL	$7,000,000

The Confederated Tribes seek to add $52,200 to the $7 million identified by the Bureau of Reclamation for FY 1991. Because the Tribe's rights are at stake, the Tribe must be intimately involved in project formulation, implementation and operation.

The project calls for a joint state, tribal, federal project operations group. In the interim, river and fisheries operations are placing ever-greater demands on limited tribal resources. As the Bureau begins construction on phase 1 facilities, initiates design of phase 2 facilities, and embarks upon water right lease/purchase, ever greater demands are placed on the Tribe for technical input and review, and for multi-agency coordination.

In past years the Bureau periodically has provided modest funding to support essential tribal involvement in the project. No funding was available in FY '90. The Tribe seeks $52,200 for the critical FY 1991.

CONCLUSION

The Confederated Tribes are sensitive to the current federal budget deficit and the need to make prudent budget decisions.

The Umatilla Basin Project will allow the federal government to redress the 70-year-old debt incurred as the result of the federal irrigation project dewatering the Umatilla River and eliminating treaty-guaranteed tribal fisheries. The project also will be an good investment that will enhance long-term economic productivity.

In sum, as Senator Hatfield stated in introducing the initial authorizing legislation, "...the Umatilla Basin Project presents the Federal Government a unique opportunity to meet its treaty obligations in a way which will turn a substantial economic profit to the local area, the region and the Nation."

The Confederated Tribes of the Umatilla Indian Reservation urge the addition of $7,052,200 to the Bureau of Reclamation's FY 1991 budget for the Umatilla Basin Project.

WEDNESDAY, MARCH 28, 1990.

WEST VIRGINIA PROJECTS

WITNESS

HON. ROBERT E. WISE, JR., A REPRESENTATIVE IN CONGRESS FROM THE STATE OF WEST VIRGINIA

Mr. BEVILL. Next, we have our good friend and colleague from West Virginia, Congressman Bob Wise.

Mr. WISE. I ask permission to insert my complete statement in the record, and I will just summarize.

Mr. BEVILL. It will be made a part of the record.

Mr. WISE. Mr. Chairman, you and this committee have certainly been leaders on something that is of great interest to me and certainly to our State and particularly in the inland waterway system.

I have some specific requests to bring before you that are essentially finishing or continuing projects that this committee has already appropriated money for. I will just get right to them.

The Gallipolis Locks and Dam, which is a flagship of inland waterway construction in the last couple of years, is moving well. It is on schedule. It requires construction costs of $46.3 million for this year, which is what the Army Corps of Engineers is asking for. It is moving very, very well.

Another major waterway project under way in my District is the Winfield Locks and Dam. That is actually moving ahead of schedule. They will put it out to bid on April 4. Ground-breaking can occur several months ahead of what was projected. Construction needs to begin this year, and $16.2 million is what the Corps of Engineers is requesting this year for that important project.

The other ongoing projects affecting navigation in the State of West Virginia are on the Monongahela River Lock and Dam No. 7 and Point Marion Lock No. 8. They need $31 million and $28.3 million, respectively in the next fiscal year to continue construction of the new locks.

The one that is finishing up but needs money for continuing construction is the Stonewall Jackson Lake, for which $1 million is needed for non-recreation items. Also $872 thousand will be needed for normal operations and maintenance of the dam and reservoir.

Lastly, $500,000 could be used for pre-construction of the Cabin Creek Flood Control Project.

I have one request, Mr. Chairman. That is to include language in the bill directing the Corps of Engineers to take certain action. In the past, I testified before to your panel regarding the Saint Albans and Kanawha City riverbank erosion problems. It is necessary to instruct the Corps to take the action that is necessary.

At this point, many constituents along the Kanawha River are suffering because the construction is not taking place. The Corps is capable of dealing with this problem since $25 million has been authorized for riverbank erosion control in the Ohio River area.

In the past, I have engaged in a colloquy with you on the Floor of the House in this matter. Last year's appropriations bill contained language directing the Corps to start work. We ask that language

be included again. We think that will be what it takes to get this taken care of.

I appreciate the consideration this committee has always given me.

Mr. BEVILL. We appreciate the good work you do. We will work with you. I hope we can comply with every request you make.

[The statement of Hon. Bob Wise follows:]

BOB WISE
3RD DISTRICT, WEST VIRGINIA

COMMITTEES
COMMITTEE ON THE BUDGET
SELECT COMMITTEE ON AGING
GOVERNMENT OPERATIONS
CHAIRMAN, SUBCOMMITTEE ON GOVERNMENT INFORMATION, JUSTICE, AND AGRICULTURE

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STATEMENT OF CONGRESSMAN BOB WISE
OF WEST VIRGINIA
BEFORE
THE SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
OF THE HOUSE APPROPRIATIONS COMMITTEE

MARCH 28, 1990

Mr. Chairman, Members of the Committee, I want to thank you for allowing me the opportunity to appear before you today as you prepare to formulate the Fiscal Year 1991 Energy and Water Appropriations bill. I know that you have received a great deal of testimony to date so I will keep my remarks brief and to the point.

I appear before you today to request appropriations for those projects that affect my Congressional District and which are authorized under the Water Resources Development Act of 1986, Public Law 99-662. In 1986 I was one of the 18 original cosponsors of H.R. 6 and I worked hard for its eventual passage. As a member of the House Public Works Committee - although I am currently on leave due to my Budget Committee assignment - I am aware of your Committee's historic close working relationship with our authorizing panel, and I am seeking your cooperation today.

Last year you were very helpful in providing funding for a number of projects for which I requested funding. These projects are now further along today because of your action last year and I am appearing before you today to request further appropriations for those projects.

A number of inland waterway lock construction projects are of paramount concern to me. Our country's system of inland waterways is an economically strategic component of America's transportation network. Inland waterways provide for both businesses and consumers in my state efficient, convenient and competitive transportation for commerce. Coal, chemicals and other bulk commodities are shipped upon the Ohio and Kanawha Rivers in my district and the locks and dams used to facilitate transportation on these rivers are in urgent need of attention. The "bottlenecks" on our inland waterways are becoming ever more pronounced. The Water Resources Development Act of 1986 was the first step towards solving this problem and this Committee's recommendation for appropriations under that Act is the next step.

The Gallipolis Locks and Dam on the Ohio River has greatly benefited from your help in the past. To continue construction of that important project, $46.3 million could be used in the next fiscal year.

Another major water project which is underway in my district is the Winfield Locks and Dam on the Kanawha River. Construction is just beginning on the Winfield project, and $16.2 million will be needed in the next fiscal year.

Other ongoing projects which affect navigation in my state are underway on the Monongahela River. The replacement project for Lock and Dam No. 7 on the Monongahela will need $31 million in the next fiscal year to continue construction of the new lock, and the replacement lock at Point Marion (Lock 8) will need $28.3 million to continue construction.

At Stonewall Jackson Lake in West Virginia, $1 million could be used in the next fiscal year to continue construction of non-recreation items. Also at Stonewall Jackson, $872,000 will be needed for normal operations and maintenance of the dam and the reservoir.

Lastly, $500,000 could be used for preconstruction engineering and design (PED) for the Cabin Creek Flood Control Project in my district.

One matter which deeply concerns me is the problem of riverbank erosion. In the past I have testified before your panel regarding two situations on the Kanawha River in West Virginia that are in grave need of attention, namely the Saint Albans and Kanawha City (Charleston) riverbank erosion problems. The Army Corps of Engineers has been authorized to engage in these streambank erosion projects, but has been extremely hesitant to begin the work. At this point, the properties of many of my constituents who live along the Kanawha River are suffering considerable damage because the erosion control work has not yet taken place. The Corps of Engineers is fully capable of dealing with this problem, and $25 million has been authorized for riverbank erosion control in the Ohio River area. In the past I have engaged in a colloquy with you on the floor of the House regarding this matter. Last year's Energy and Water Appropriations bill in the House did contain language directing the Corps to begin the work at St. Albans and Kanawha City, but that language was unfortunately dropped in House-Senate conference. As part of the FY 1991 appropriations bill which you are now formulating, I would very much appreciate the inclusion of the same language which was in last year's bill.

Thank you again for giving me the opportunity to testify today. I appreciate your attention to and your consideration of my request.

WEDNESDAY, MARCH 28, 1990.

STE. GENEVIEVE FLOOD CONTROL PROJECT, MISSOURI

WITNESS

HON. BILL EMERSON, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MISSOURI

Mr. BEVILL. Our good friend and colleague, Congressman Bill Emerson, is here.

Mr. EMERSON. I want to thank you for allowing me to come before your subcommittee today to speak on behalf of continued funding for the Sainte Genevieve, Missouri flood project. Your help, with Congressman Myers, has been essential in moving forward with this, what I consider to be a vitally important flood control project.

Sainte Genevieve is located 50 miles south of St. Louis. A major part of the community, I mean like 25, 30 homes in the area that we are talking about here, have been designated a Registered National Historic Landmark. It is listed on the National Register of Historic Places. Many structures in the town date from the French and Spanish colonial periods.

The town of Sainte Genevieve itself is the oldest European settlement west of the Mississippi. The experts tell us that there is preserved there the finest examples of French colonial architecture on the North American Continent.

Quebec and New Orleans had their fires back in the 19th century; are premier examples of the early days that were lost. But it is still preserved there in Sainte Genevieve. People come there from far and wide, Europe and all over the world, who are interested in architecture.

We want to do everything we can. The State of Missouri has done a lot on its own. The community itself, individuals, there has been a magnificent effort there to do everything that they can to restore what is Sainte Genevieve.

The State government, local government and private entities can't protect themselves from the ravages that do occur periodically from the Mississippi River. As you know, the Corps has been reluctant from the outset to fund this flood control initiative.

Sainte Genevieve faced a unique predicament in that the historic downtown area to be protected from the flood waters, and that is the area where most of these historic structures are located, don't meet the traditional cost-benefit ratios. However, your subcommittee has, through its perseverance, seen us through a feasibility study and funding for pre-construction engineering and design.

The sum of $50,000 was allotted to begin pre-construction engineering and design of this project in fiscal year 1990, this fiscal year. The Army Corps has not included funding in their budget this year to continue these efforts.

So, my purpose in appearing before you today is to ask the subcommittee for its support in including $1.2 million in appropriation legislation. I have previously submitted some recommended language to the subcommittee to cover this request.

In conclusion, Sainte Genevieve is a national heritage that deserves some consideration. The buildings in this town so rich with 18th century history shouldn't be washed away by the flood waters of the Mississippi River. I will certainly appreciate your continuing help in moving this project forward.

If we could get that $1.2 million, that would certainly continue to move us in the right direction.

Mr. BEVILL. We will certainly work with you to do the best we can.

Mr. EMERSON. Mr. Chairman, thank you very much. Appreciate it.

[The statement of Hon. Bill Emerson follows:]

BILL EMERSON
MEMBER OF CONGRESS
8TH DISTRICT, MISSOURI

HOUSE COMMITTEE ON
AGRICULTURE
HOUSE COMMITTEE ON
PUBLIC WORKS AND TRANSPORTATION

SELECT COMMITTEE ON HUNGER

Congress of the United States
House of Representatives
Washington, DC 20515

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202/225-4404

THE FEDERAL BUILDING
339 BROADWAY
CAPE GIRARDEAU, MO 63701
314/335-0101

612 PINE
ROLLA, MO 65401
314/364-2455

March 27, 1990

STATEMENT OF THE HONORABLE BILL EMERSON BEFORE THE APPROPRIATIONS SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT REGARDING THE SAINTE GENEVIEVE FLOOD CONTROL PROJECT

Mr. Chairman, I wish to thank you for allowing me to come before your Subcommittee to speak on behalf of continued funding for the Sainte Genevieve, Missouri, flood control project. Your help in recent years, along with the outstanding efforts of Congressman John Myers, has been essential to moving forward with this vitally important flood control project.

Sainte Genevieve is located about 55 miles south of St. Louis. A major part of the community has been designated a Registered National Historic Landmark and is listed on the National Register of Historic Places. Many structures in the town date from the French and Spanish colonial period in the 1700's.

As you may know, the Army Corps of Engineers has been reluctant from the outset to fund this flood control initiative. Sainte Genevieve has faced a rather unique predicament in that the historic downtown area that is to be protected from the flood waters of the Mississippi does not meet traditional

cost/benefit ratios. However, this Subcommittee was successful through its perseverance to gain a feasibility study and eventual funding for pre-engineering and design.

Although the sum of $50,000 was allotted to begin preconstruction engineering and design of this project in Fiscal Year 1990, the Army Corps of Engineers has not included funding in their budget this year to continue those efforts. My purpose in appearing before you today is to ask the Subcommittee for its support in including $1.2 million dollars in its appropriation legislation. I have previously submitted recommended language to the Subcommittee on this provision.

In conclusion, Mr. Chairman, Sainte Genevieve is a national heritage which deserves national priority. The buildings in this town so rich with 18th century history must not be washed away by the flood waters of the Mississippi River. Your help in securing its protection is most gratefully appreciated.

WEDNESDAY, MARCH 28, 1990

CALIFORNIA-OREGON TRANSMISSION PROJECT

WITNESSES

JOSEPH B. MARCOTTE, JR., CHAIRMAN, TRANSMISSION AGENCY OF NORTHERN CALIFORNIA

LLOYD H. HARVEGO, STAFF, TRANSMISSION AGENCY OF NORTHERN CALIFORNIA

Mr. BEVILL. Mr. Joseph Marcotte is next Chairman, and our friend, Bob Will. Bob, are you coming up, too? We are pleased to have you with us. Your prepared statements will be made a part of the record. You may just summarize or proceed as you wish.

Mr. MARCOTTE. Thank you, Mr. Chairman.

We have submitted a more detailed presentation. I am Joseph Marcotte, Jr., the Chairman of the Transmission Agency of Northern California. We use an acronym to describe that involving the first letters of those words. We call it TANC. It is a lot easier than saying all that. I am also the Chief Executive Officer of Modesto Irrigation District.

With me is Lloyd Harvego. He directs the staff putting together all the detail work in leading the charge on TANC. I am pleased to appear before you today on behalf of TANC and its 15 member agencies to give you a report on our progress in completing the California-Oregon Transmission Project.

The project is a unique project in the development of Western U.S. transmission systems. That project is being developed as directed by Congress in Public Law 98-360, and Public Law 99-88. Substantial progress has been made in developing the project.

Development activities are now essentially complete. Regulatory approvals have been gained, with the exception of the approval of the California Utilities Commission for project investment.

TANC and the Western Area Power Administration have completed a joint environmental impact report and an environmental impact statement to meet both the State and Federal requirements. The Bonneville Power Administration issues its decision on the northwest reinforcement in December 1988, providing the necessary regulatory approvals for TANC, Western and Bonneville Power Administration to proceed with land acquisition activities.

TANC began acquisition in 1989. The difficulty we face is the participants have been unable to obtain certificates of public convenience of necessity from the Public Utility Commission.

To keep moving forward with the project, TANC is proceeding now with financing that will allow TANC to continue funding the entire project. I emphasize the entire project, because we are going to advance funding necessary.

We are going to do this while the utilities continue to pursue their public utility regulatory approvals. If the investor-owned utility participants do not start paying their share of the project costs at some point; however, certainly within the next year, we must reexamine their status as project participants.

Throughout this difficult process, we have had excellent cooperation from the Western Area Power Administration and the Bonne-

ville Power Administration. Our joint efforts in the environmental process and in the design and planning of the project have been very important to the success of the project. As you heard in Mr. Claggett's testimony of March 20, Bonneville and Western are strong supporters of the project.

Let me conclude by offering that TANC continues to believe that early completion of this important project will benefit rate-payers throughout the Western United States. Our only request of this body is that you allow the Federal agencies to continue in the important role they have played to date.

We recommend that you take appropriate action to assure the Bonneville Power Administration has the necessary borrowing authority to carry out work required in the Northwest so those facilities will be there to meet us when we complete the project.

We ask that you make sure that Western has the authority it needs to play an important role, an important and active role in the project.

Mr. Chairman, I want to thank you personally for the effort this committee has put in, and particularly Congressman Fazio. He has been a tremendous leader and supporter in helping us get this project off the ground. We thank you for the opportunity to make a presentation today.

Mr. BEVILL. We certainly will do the best we can on that. Appreciate your fine presentation. Thank you.

[The statement of Mr. Marcotte follows:]

TESTIMONY
OF
JOSEPH B. MARCOTTE, JR.
CHAIRMAN
TRANSMISSION AGENCY OF NORTHERN CALIFORNIA
BEFORE THE
ENERGY AND WATER DEVELOPMENT SUBCOMMITTEE
ON APPROPRIATIONS
HOUSE OF REPRESENTATIVES

I am Joseph Marcotte, Chairman of the Transmission Agency of Northern California (TANC). I am also the Chief Executive Officer of Modesto Irrigation District. I am pleased to appear before you today on behalf of TANC and its 15 member agencies, and to provide the Committee with a report on the status of the California-Oregon Transmission Project (COTP). The COTP was approved by Congress in P.L. 98-360 and P.L. 99-88, and we in TANC, along with the Western Area Power Administration (Western) and the Bonneville Power Administration (BPA), are working to carry the COTP to completion as directed by Congress. My purpose today is to give you a report on our progress in completing the Project and to request that the Committee continue to provide the support necessary for Western and BPA to continue to carry out their portions of the Project.

Background - the Memorandum of Understanding

The California-Oregon Transmission Project is a unique project in the development of the Western U. S. transmission system. As directed by Congress in P.L. 98-360, the public power agencies represented by TANC worked with the investor-owned utilities, Western, other utilities, and the Department of Energy in 1984 to negotiate the Memorandum of Understanding (MOU). The MOU was approved by the Secretary of Energy in early 1985, and by Congress in P.L. 99-88. In approving the MOU, Congress directed the Project Participants to work with the Western Area Power Administration (Western) and the Bonneville Power Administration (BPA) to complete the Project as expeditiously as possible. Under the MOU, TANC serves as Project Manager for the COTP. As a result of this Congressionally directed process, the Participants include nearly all the utilities in California. A detailed list of the Project Participants and their shares in the COTP in accordance with the MOU is included as an attachment to my testimony.

This widespread participation allows the majority of California utilities to share the benefits and costs of this Project. The Project will improve the reliability of the existing transmission system while providing new opportunities for the Participants to reach suppliers and markets previously unavailable. At the same time, the broad range of Participants has sometimes made Project development a difficult process. I will touch on some of those difficulties in a moment, but first I would like to highlight some of our accomplishments.

Progress to Date

Substantial progress has been made in developing the COTP. Development activities are now essentially complete. Regulatory approvals have been gained, with the important exception of the approval from the California Public Utilities Commission (CPUC) for the Project investment of the investor-owned utilities (IOUs). TANC and Western successfully completed a joint Environmental Impact Report/Environmental Impact Statement (EIS/EIR) to meet both state and federal requirements. TANC issued its Notice of Determination under the California Environmental Quality Act in January of 1988 and Western issued its Record of Decision in April of the same year. The Bonneville Power Administration (BPA) issued its Record of Decision on the Northwest Reinforcements in September of 1988, providing the necessary regulatory approvals for TANC, Western, and BPA to proceed with land acquisition activities.

With these approvals in place, TANC and Western began right-of-way acquisition in early 1989. The major difficulty we have faced is that the investor-owned utility Participants have been unable to obtain Certificates of Public Convenience and Necessity from the CPUC. As a result, Project activities in 1989 were funded by TANC with no cost sharing by the investor-owned utility Participants. We have been working closely with Western and are pleased with the cooperative relationship that TANC and Western have developed.

To keep moving forward with the Project, TANC is proceeding now with financing that will allow TANC to continue funding the Project while the investor-owned utility Participants pursue their CPUC regulatory approvals. To do so, TANC is issuing bonds to cover not only its share of the Project, but will also issue taxable financing to cover the investor-owned utility Participants' share of the Project. This obviously puts TANC at substantial additional risk, as we cannot be assured that the investor-owned utility Participants will gain the necessary approvals and repay the cost of the taxable funds we are advancing on their behalf. However, we in TANC take our responsibility as Project Manager seriously and we intend to continue to keep the Project moving forward on a reasonable schedule. TANC is prepared to and will construct the Project with Western even if other utilities are unable or unwilling to participate.

The California PUC Process

I must make clear our concern that perhaps some of the investor-owned utility Participants are not nearly as committed to construction of the Project as TANC and the federal agencies. The environmental process was completed in April 1988, and a twenty-month "cushion" for the investor-owned utilities to gain state approvals ended in December 1989. The investor-owned utility Participants have yet to file revised applications with the CPUC. The review process leading to a decision on their Certificates has not even started.

In August 1989, the investor-owned utility Participants entered into a joint study agreement with the staff of the CPUC. The joint economic study was to lead to a February 1990 date for new applications for approval to participate in the Project. As of today, we have seen no results from that study. We are now told that the investor-owned utility Participants can not file new applications before May 1990, with a decision in December 1990, a full year after the deadline originally agreed to by all of the Participants.

TANC will continue to move the Project forward, including providing funds on behalf of the investor-owned utility Participants. If the investor-owned utility Participants do not start paying their share of Project costs at some point, certainly within the next year, we must re-examine their status as Project Participants.

Interconnection of the Project

At the southern terminus, the Project will connect with the facilities of Pacific Gas & Electric Company (PG&E). Those facilities are part of the existing intertie lines, which the federal government agreed to let the California investor-owned utilities construct in the 1960s.

We have not completed the agreement to interconnect with PG&E's facilities and to provide for full coordinated operation of the three AC Intertie lines for the benefit of all the utilities involved. We are hopeful that PG&E will work cooperatively with the other Participants so that these negotiations can be moved forward in a positive and conclusive manner irrespective of whether PG&E elects to be a Project Participant. We will continue to keep Congress informed on the progress of these negotiations.

Federal Involvement

Throughout this difficult process we have had excellent cooperation from Western and BPA. Our joint efforts in the environmental process and in the design and planning of the Project have been very important to the success of the Project development effort.

In the north, the Project will connect with the facilities of BPA and other Pacific Northwest utilities. As you heard in Mr. Jura's March 20 testimony, BPA has indicated its strong support for the Project.

Conclusion

TANC continues to believe that early completion of this important Project will benefit ratepayers throughout the Western United States. We will continue to move forward with the Project in spite of the difficulties related to the participation of the

investor-owned utilities. Our only request of this body is that you allow the federal agencies to continue in the important role they have played to date. We recommend that you take the appropriate action to assure that BPA has the necessary borrowing authority to carry out the work required in the Northwest, so that those facilities will be there to meet us when we complete the Project. And we ask that you make sure that Western has the authority it needs to continue to play their current important and active role, and if need be, increase their participation in the Project.

With your support and that of our federal partners, I am confident this Project will be constructed and operated for the benefit of the ratepayers of all the Participants and the power systems in the Western United States and Canada.

Thank you.

PARTICIPANTS
IN THE
CALIFORNIA-OREGON TRANSMISSION PROJECT

PARTICIPANT	PERCENT ENTITLEMENT	MEGAWATTS [1]	COST SHARING PERCENTAGE
Transmission Agency of Northern California			
Alameda	1.713	11.59	
Biggs	0.000	0.00	
Gridley	0.000	0.00	
Healdsburg	0.357	2.42	
Lodi	1.686	11.41	
Lompoc	0.408	2.76	
MID	19.200	129.92	
Palo Alto	4.254	28.79	
Plumas-Sierra	0.358	2.42	
Redding	6.400	43.31	
Roseville	1.455	9.85	
Santa Clara	20.200	136.69	
SMUD	30.600	207.06	
TID	12.900	87.29	
Ukiah	0.469	3.17	
Total	42.2916	676.7	45.1110
Southern Cities [2]	7.5497	120.7	8.0530
Pacific Gas and Electric Company	20.3918	326.3	21.7513
Southern California Edison Company	17.5370	280.6	18.7061
San Diego Gas and Electric Company	2.8549	45.7	3.0452
Western Area Power Administration	6.2500	100.0	0.0000
50 MW Allottees [3]	3.1250	50.0	3.3334
TOTAL	100.0000	1,600.0	100.0000

[1] Assuming 1600 MW rating for the COTP.

[2] Anaheim, Azusa, Banning, Colton, Riverside, and Vernon.

[3] Carmichael Water District, El Dorado Hills Community Services District, San Juan Suburban Water District, Shasta Dam Area Public Utility District, Southern San Joaquin Valley Power Authority, and Trinity County Public Utility District.

WEDNESDAY, MARCH 28, 1990.

FT. PECK RESERVOIR, MONTANA

WITNESS

HON. RON MARLENEE, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MONTANA

Mr. BEVILL. Our good friend and colleague, Congressman Ron Marlenee, is here. The Chair will recognize you at this time. Your prepared statement will be made a part of the record. You may just proceed as you wish.

Mr. MARLENEE. Mr. Bevill, chairman of the committee, other members of the committee, thank you for giving me the opportunity to appear here before you to make a plea for some assistance on Fort Peck Reservoir.

Fort Peck Reservoir is 134 miles long. The reservoir has more shoreline than the State of California, and it is in largely a remote and arid area. The only thing that we have to sustain permanent facilities for boating, and you know how important boating is, is a log raft that acts as a breakwater.

We are desperately in need of a breakwater up there. This dam was built in the 1930s, and it wasn't until later on that I was able to change the original Corps of Engineers authorization for Fort Peck Reservoir to include recreation in the authorization. It was originally authorized for hydro generation and flood control. Fort Peck Lake is the largest unused body of water in the United States of America, but to utilize that recreation, we have got to have a safe harbor. People need to be able to leave their boats in the water, especially if they have to travel long distances. Many Fort Peck users come from places like Billings, Montana, some 200 miles away, and the other towns and cities that are scattered around there—an hour and two hours' and three hours' drive away from Fort Peck Lake.

That reservoir will be used for recreation if we provide a safe harbor, and so I am asking for some assistance in that, and in my prepared text, we outline just about what we need for the pursuit of that.

The Governor of the State of Montana endorses this. I talked to the Corps. I don't believe we will have any opposition from the Corps of Engineers. The area is also surrounded by a U.S. Fish and Wildlife refuge of some 1 million acres. We are talking about a big area, 1 million acres.

Now, that limits what you can do on those shoreline acres that surround Fort Peck Reservoir. In other words, there is not the opportunity for cabin and home site development, so that makes the utilization of the reservoir with a safe harbor even that much more important, so that people can bring a reasonably sized cabin boat down there, 25-, 35-foot cabin boat, put it in that safe harbor, not have to take it out every time they leave, and that is the danger right now.

If you go down there with a cabin boat, your only protection is that log rafting out there. What happens when the wind comes up? Obviously, you are really endangering your property. A safe harbor

will simply make it possible for people to put their homes, so to speak, on the lake.

I think that you will find that the people of the area are willing to participate in this venture, cost-share in the venture, participate in the venture, but they need a signal that—let's proceed. That is basically why I am here, sir.

[The statement of Hon. Ron Marlenee follows:]

TESTIMONY OF THE HONORABLE RON MARLENEE

BEFORE THE HOUSE APPROPRIATIONS COMMITTEE

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

March 28, 1990

MR. CHAIRMAN AND MEMBERS OF THE SUBCOMMITTEE:

THANK YOU FOR THE OPPORTUNITY TO APPEAR BEFORE THE SUBCOMMITTEE TODAY.

I'M HERE TODAY TO ASK FOR YOUR HELP IN WHAT'S FAST BECOMING AN EMERGENCY SITUATION FACING MY DISTRICT'S FOREMOST RECREATIONAL SITE -- FORT PECK LAKE. THIS IS THE STATE'S LARGEST LAKE, BUT ITS SIGNIFICANCE IS NATIONAL IN MAGNITUDE.

I'M TALKING HERE ABOUT ONE OF THE LARGEST, IF NOT THE LARGEST, BODIES OF FRESH WATER WEST OF THE MISSISSIPPI. FORT PECK HAS OVER FIFTEEN HUNDRED MILES OF SHORELINE -- MORE MILES OF SHORELINE THAN THE PACIFIC COAST IN THE STATE OF CALIFORNIA. THE LAKE ITSELF IS OVER 134 MILES LONG.

FIRST, UNBELIEVEABLY, THIS JEWEL OF RECREATIONAL POTENTIAL ON THE MISSOURI RIVER STILL HAS NO SAFE HARBOR, AND THIS FACT ALONE STANDS AS THE GREATEST SINGLE DETRIMENT TO ITS RECREATIONAL USE. WHAT IS DESPERATELY NEEDED IS A PERMANENT BREAKWATER.

FOR SEVERAL YEARS, THE CORPS OF ENGINEERS, WHICH HAS OPERATED THE FORT PECK DAM AND RESERVOIR SINCE ITS CONSTRUCTION IN 1933, HAS MAINTAINED A FLOATING LOG BOOM BREAKWATER ACROSS PART OF THE MAIN MARINA BAY NEAR THE FACE OF THE DAM. BUT THIS STRUCTURE BREAKS FREQUENTLY AND DOES A VERY POOR JOB OF PROTECTING THE BOATS, DOCK FACILITIES AND CORPS-MAINTAINED BOAT RAMPS FROM THE HIGH WINDS AND WAVES.

IN 1977, EFFORTS WERE MADE TO OBTAIN AN APPROPRIATION FROM CONGRESS FOR RECREATIONAL IMPROVEMENTS AT FORT PECK. THE PERMANENT BREAKWATER WAS ON THE LIST OF NEEDED IMPROVEMENTS. BUT, DUE TO A LACK OF FUNDING, AND OTHER MORE-DESPERATE NEEDS AT THE TIME, THE BREAKWATER PROJECT WENT UNFUNDED.

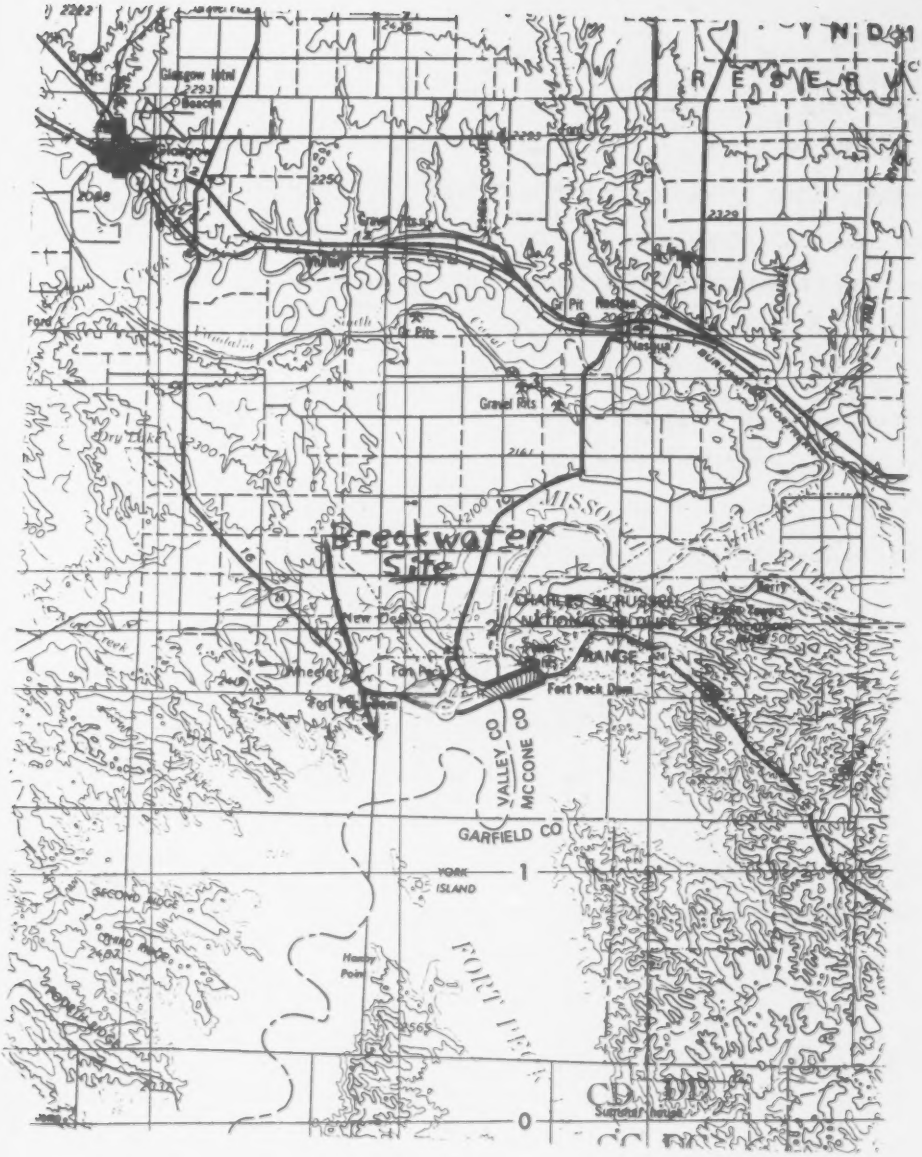
BUT THE NEED FOR THIS BREAKWATER HAS NOW REACHED A CRITICAL POINT. INTEREST IN FORT LAKE IS RAPIDLY INCREASING. LAST YEAR, OVER 700,000 PEOPLE VISITED FORT PECK, MAKING IT ONE OF THE MORE POPULAR CORPS OF ENGINEER-OPERATED SITES IN THE OMAHA DISTRICT. IN RECENT YEARS, THE LAKE HAS HOSTED A NATIONAL FISHING TOURNAMENT THAT IS GROWING IN POPULARITY.

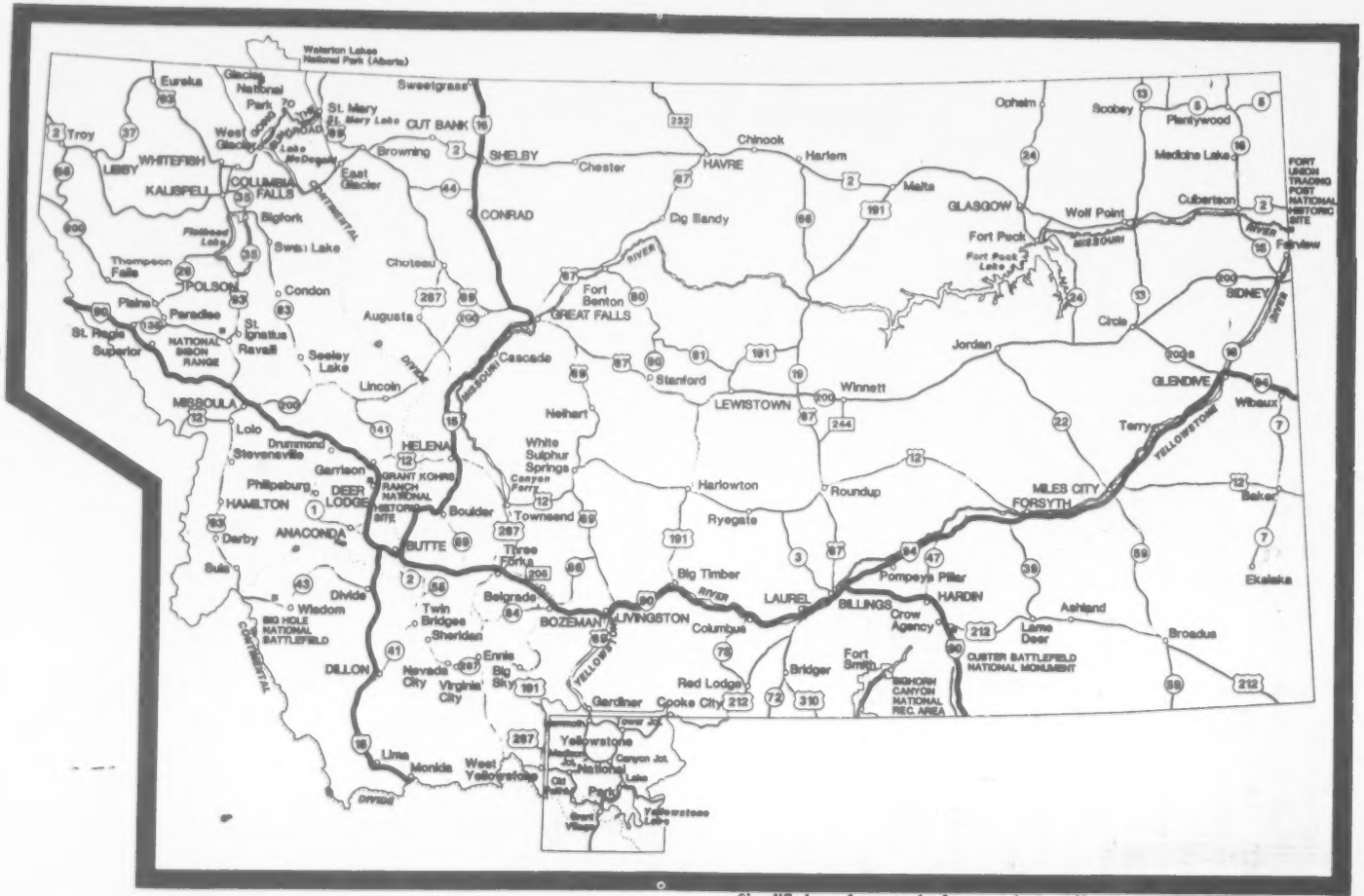
AT THE SAME TIME, HOWEVER, RECREATIONAL USE OF THE LAKE IS THREATENED BY THE FACT THAT FORT PECK IS BEARING THE BRUNT OF THE EFFECTS OF SEVERAL YEARS OF DROUGHT IN THE GREAT PLAINS. OVER 80 PERCENT OF THE WATER FOR THE LOWER MISSOURI BASIN COMES OUT OF FORT PECK. AND THE LAKE HAS PROVIDED THE LION'S SHARE OF WATER RELEASES NEEDED TO MAINTAIN DOWNSTREAM FACILITIES.

INSTALLATION OF A PERMANENT BREAKWATER WOULD ALLOW RECREATIONAL ACTIVITY TO CONTINUE UNABATED BY DECLINING LAKE LEVELS DUE TO THE DROUGHT. IT WOULD STIMULATE RECREATIONAL-BASED ECONOMIC DEVELOPMENT THAT EASTERN MONTANA SO CRITICALLY NEEDS.

THE CORPS OF ENGINEERS ESTIMATES THE COST OF THIS PERMANENT STRUCTURE AT ABOUT $1 MILLION AND I NOTE THAT, DOLLAR FOR DOLLAR, IT WOULD BE FAR CHEAPER TO ERECT THIS BREAKWATER NOW -- AT A TIME WHEN LAKE LEVELS ARE LOWER THAN THEY'VE BEEN FOR YEARS.

RECREATIONAL DEVELOPMENT AT FORT PECK LAKE CANNOT SIGNIFICANTLY EXPAND WITHOUT THIS BREAKWATER. IN FACT, WITHOUT A PERMANENT BREAKWATER, IT'S LIKELY THAT DURING THIS TIME OF DROUGHT, RECREATIONAL USE MAY VERY WELL BEGIN TO DECLINE. SPORTSMEN, SOME OF WHOM HAVE TRAVELED MANY MILES TO ENJOY THE LAKE, MUST NOW RISK THEIR CRAFTS TO THE ELEMENTS WHEN THEY LEAVE THEIR BOATS IN THE WATER. IF THEY CHOOSE NOT TO LEAVE THEIR BOATS IN THE WATER, THEN THEY'RE FORCED TO TAKE THEM OUT EVERY NIGHT. MORE THAN ANY SINGLE FACTOR, THAT DEFICIENCY ALONE DISCOURAGES THE USE OF FORT PECK LAKE.


Breakwater Site
Fort Peck Dam
VALLEY CO
MCCONE CO
GARFIELD CO
YORK ISLAND
RANGE
Glasgow Intnl
Beacon
Gravel Pits
Pit
New Dear
Fort Peck
Wheeler
Hanley Point
SECOND RIDGE
Dry Lake
Ford
Creek
RESERVATION
MISSOURI
RIVER
0
1



Simplified map for general reference only. See Official Montana Highway Map for detail.

1061

Mr. BEVILL. Well, certainly, we will work with you, Ron. When we get our 302(b) allocation, we will know a little better what we can do, and I hope we can accommodate you.

Mr. MARLENEE. I realize that money is tough to come by. This is the—basically, the reservoir, and each little square here represents a mile. 135 miles long with more shoreline miles than California, relatively arid but picturesque along the shoreline. Breaks—we call them the "Missouri River Breaks" in that area. There are a few cabin sites along here. The rest of this is a U.S. Fish and Wildlife refuge that butts up along the reservoir.

From here to Billings, Montana, for instance, would be about 300 miles if you started from up here. Billings is our largest city, which is about 80,000 people. Actually, this is the only water hole in the West. We don't have many water holes out there.

Mr. BEVILL. All right, sir.

Mr. MARLENEE. Thank you, Mr. Chairman.

Mr. BEVILL. Okay. I have several other statements that have been submitted for the record.

The committee stands adjourned until 10:00 in the morning.

[The information follows:]

Port of Nehalem

President, F. E. Knight
Vice-President, Dale E. Stockton
Commissioner, Charles B. Collin

Treasurer, Willis E. Dart
Secretary, Stanley A. Jud

P. O. Box G
Manzanita, Ore. 97130

March 20, 1990

Honorable Tom Bevill, Chairman
Subcommittee on Energy & Water Development
Committee on Appropriations
Room 2302, Rayburn Office Bldg.
Washington, D. C. 20515

Dear Mr. Chairman:

The Port of Nehalem supports the Corps of Engineers' fiscal 1991 budget request for $15,000,000 to Congress for funding Section 107 - Small Navigation Projects Not Requiring Specific Legislation.

The Corps' Portland District has a "107" report for a navigation channel improvement on the Nehalem River that was placed in an inactive status in 1983. The delay of this report results essentially from the reluctance of the State of Oregon to first issue a dredge and fill permit for a major harbor and marina development on the Nehalem River, which is the principal economic justification for the "107" project. It is for this reason that we continue to support the Corps' budget requests for funding for its Small Navigation Projects Not Requiring Specific Legislation.

We respectfully request that this letter be incorporated in the hearing record on the Corps' budget request.

Your cooperation will be most appreciated.

Sincerely,

PORT OF NEHALEM

F. E. Knight

F. E. Knight
President

FEK:zcs
cy: Congressman Les AuCoin

TESTIMONY OF THE

NATIONAL DEMOCRATIC POLICY COMMITTEE

TO THE

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

OF THE

HOUSE APPROPRIATIONS COMMITTEE

MARCH 28, 1990

TESTIMONY OF
THE NATIONAL DEMOCRATIC POLICY COMMITTEE
TO THE
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
OF THE
HOUSE APPROPRIATIONS COMMITTEE

March 28, 1990

To the Honorable Members of the
Energy and Water Development Subcommittee,

As California, the most populous state in the Union, is entering into its third successive year of drought, requiring draconian measures of water conservation that threaten its most prosperous industries and public health, we are once again reminded that water is among our most vital resources -- surely something that none of us can live without. Hardly a year goes by now but that record drought is not ravaging one or another part of our nation, while the continued drain on our insufficient regular supplies of fresh water, such as the Colorado River in the southwest and the Ogallala aquifer in the High Plains, guarantees an on-coming, irreversible water shortage crisis for the nation, unless far-sighted leaders begin to move now to take bold action.

There has been much talk in Washington lately of the failure of the nation's leaders to develop a consensus on a long-term, effective strategy to restore domestic excellence in research and development, productivity, national infrastructure and education. While the other areas have been widely addressed, that of water development -- specificially, aimed at tapping large new resources of fresh water for use -- has been totally ignored. While the other issues are important, this one is indispensible, given the scope of the problem that confronts us.

We submit that a major reason this issue has been avoided is a lack of political courage to face up to the realization that the plan I am here to talk about today is the only feasible solution to the scale of new fresh water needs that we face. To take even the first steps toward its realization will require a degree of diplomatic skill, acumen and resolve few people may feel they have. Yet, history will surely deal harshly with those who could have acted, but did not, no matter how uphill their struggle might have seemed at the time.

The plan we propose is a revival of the visionary so-called "North American Water and Power Alliance" (NAWAPA) developed by the Ralph Parsons Company of Pasadena, California, in the early 1960s, and studied thoroughly by the Special Subcommittee on Western Water Development of the Senate Interior Committee, headed by Sen. Frank Moss (D-Utah), in 1966. The plan would tap the enormous surplus of fresh water from the northern-flowing rivers of northwest Canada and Alaska, and divert them for productive use across the Canadian plains provinces, throughout the U.S., and even into northern Mexico. It would tap only 15 percent of the flow of those rivers to provide in excess of 185 million acre feet of new water to the benefit of the entire continent.

I attach a fact sheet and a map of the plan to this testimony for your examination. You may also reference the extensive report published by Sen. Moss' committee in 1966, and the final chapter of a book published by Rep. Jim Wright (D-Texas) in 1966, entitled, The Coming Water Famine, that outlines and endorses the plan.

When I suggest that this is the only comprehensive approach that will work, I remind the committee that Congress spent much of the 1970s in a futile effort to explore an alternative approach, when it first learned of the rapid depletion of the Ogallala aquifer. Congress allocated $6 million in 1976 dollars to a five-year study of ways of bringing new water onto the High Plains to salvage 11 million acres of irrigated cropland in five states, and commissioned the so-called "High Plains Study Council" to orchestrate the study with the help of the U.S. Army Corps of Engineers. Many members of that council acknowledged that parochial interests in Congress, which circumscribed the scope of the study to water diversions from rivers only immediately adjacent the High Plains, assured the result would be "dead on arrival" at Congress.

They were right, but it was for political and economic reasons that do not apply to the NAWAPA case. In the High Plains Study, the coucil was compelled to propose using water that other regions had a claim to, guaranteeing political gridlock. Its plans also involved carting water uphill, at an enormous cost of energy, resulting in an outrageous per-acre-foot estimated cost in the range of $700.

In the case of NAWAPA, the water that is proposed for use is not now being used by anyone, nor will be anytime soon. On the matter of cost, since almost the entire system moves by gravity flow from higher to lower elevations, its movement, in fact, produces net energy. The early studies estimated a net yield of 70,000 megawatts of hydroelectric power would be produced by the system. Therefore, the cost of water at its eventual point of use will almost entirely be limited to the end points of the system, i.e. getting it onto specific locales.

Concerning the overall cost of construction, a couple of factors should be born in mind. First, what is the cost to the nation of failing to meet its water needs over the long term? How much is the drought in California this year going to cost growers, or the public's health, because so many plans to tap new water resources were rejected there over the past two decades? Extrapolate from that to the entire nation over the coming decades. Second, the cost of NAWAPA is properly seen as an investment, not an expense. Its yield in terms of opening up the nation to potential new development and jobs will far outstrip whatever its cost in 1990s dollars might be. This is easy to see. The very first benefit would be the tens of thousands of new jobs, from the least to the most skilled, the construction effort itself would provide.

U.S.-Canadian relations would be put to an interesting and constructive test by this plan. There would not be agreement overnight, but in reality, the Canadians have even more to benefit from its realization than the U.S. or Mexico.

It is not an idea for the faint-hearted. But it is driven by both necessity and promise. Thank you for your time.

BASIC QUESTIONS
ABOUT THE FEASIBILITY OF DIVERTING
ALASKAN AND CANADIAN WATER TO SERVE THE CONTINENT'S NEEDS

1. WHAT IS "NAWAPA"?

"NAWAPA," the "North American Water and Power Alliance," was the name given to a study conducted by the Ralph Parsons engineering company of Pasadena, California, in the early 1960s to explore the feasibility of tapping the massive flows of surplus fresh water that run off annually out of the northern-flowing rivers of Canada and Alaska to serve the water and hydroelectric power needs of the entire continent.

Recognizing that a huge percentage of the fresh water that hits on land in the form of rainfall or snow on the entire planet lands in the northwestern portion of this continent, and flows untouched by anyone into the oceans, and recognizing the water shortage crises facing the continent in the future, far-sighted engineers at the Parsons Company devised a comprehensive, long-term master plan based on utilizing this precious renewable resource.

The concept became the subject of a U.S. Senate inquiry, conducted by Sen. Frank Moss (D-Utah), chairman of the Special Subcommittee on Western Water Development of the Senate Interior Committee, in 1966, and was proposed as the solution to the continent's pressing water needs in a book published the same year by Rep. Jim Wright (D-Texas) entitled, "The Coming Water Famine."

2. WHAT IS "NAWAPA'S" SCOPE?

The study determined that by tapping only 15% of the total water flowing through these rivers, and diverting it to a reservoir that could hold almost 500 million acre feet of water in the "Rocky Mountain Trench," a 500-mile long, 10-mile wide geological formation roughly on the British Columbia-Alberta border, that over 180 million acre feet of fresh water annually could benefit virtually every province of Canada, 33 of the contiguous continental United States, and five northern provinces of Mexico.

The water would flow in three directions: (1) eastward across the Canadian plains provinces, providing water for irrigation there, as well as a nagivable canal that would connect the Pacific Ocean to the Great Lakes, allowing for the regulation of Great Lakes and St. Lawrence seaway water levels for the first time; (2) southward across the Sawtooth Mountains in Idaho through Utah and Nevada into southern California, where it would provide 10 million acre feet a year, Arizona, New Mexico and northern Mexico, where it would provide 22 million acre feet a year, causing deserts to spring to life, and alleviating the burden on the overtaxed Colorado River; (3) southeasterly across Montana and the Dakotas, where it would recharge the depleted Ogallala aquifer on the High Plains, raise the level of the Missouri and Mississippi Rivers, and link the Canadian

Plains with the Mississippi by a navigable canal.

3. WHAT IS "NAWAPA'S" COST?

In 1964, the Parsons Company estimated the total cost of "NAWAPA" at $100 billion, with land acquisition, materials and labor being the major components. However, they also projected that the project would pay for itself in 20 years through the sale of water and abundant surplus hydroelectric power at competitive prices. Some of the 70,000 megawatts of surplus hydroelectric power -- derived from the fact that the water flows downhill out of the high Canadian Rockies throughout virtually the entire system -- will be available in the first years after construction begins. In addition to the direct payback from the project, of course, there is the virtually limitless potential for growth throughout the areas that will be positively impacted by the project.

It has been suggested that "NAWAPA" could be financed without costing taxpayers a cent: by a cooperative agreement of the governments of the U.S., Canada and Mexico to establish a corporation that would finance the project by issuing long-term bonds that can be repaid from the profits of the system, itself.

In figuring cost factors, two things must be kept in perspective: (1) that the yields that will derive from the investment far outrun the cost, and (2) that the penalty for failing to meet the continent's water needs with an effective program of this kind is overwhelming. It will become impossible to quantify the losses, due to drought and long-term water shortages, that increasingly menace whole regions of the continent.

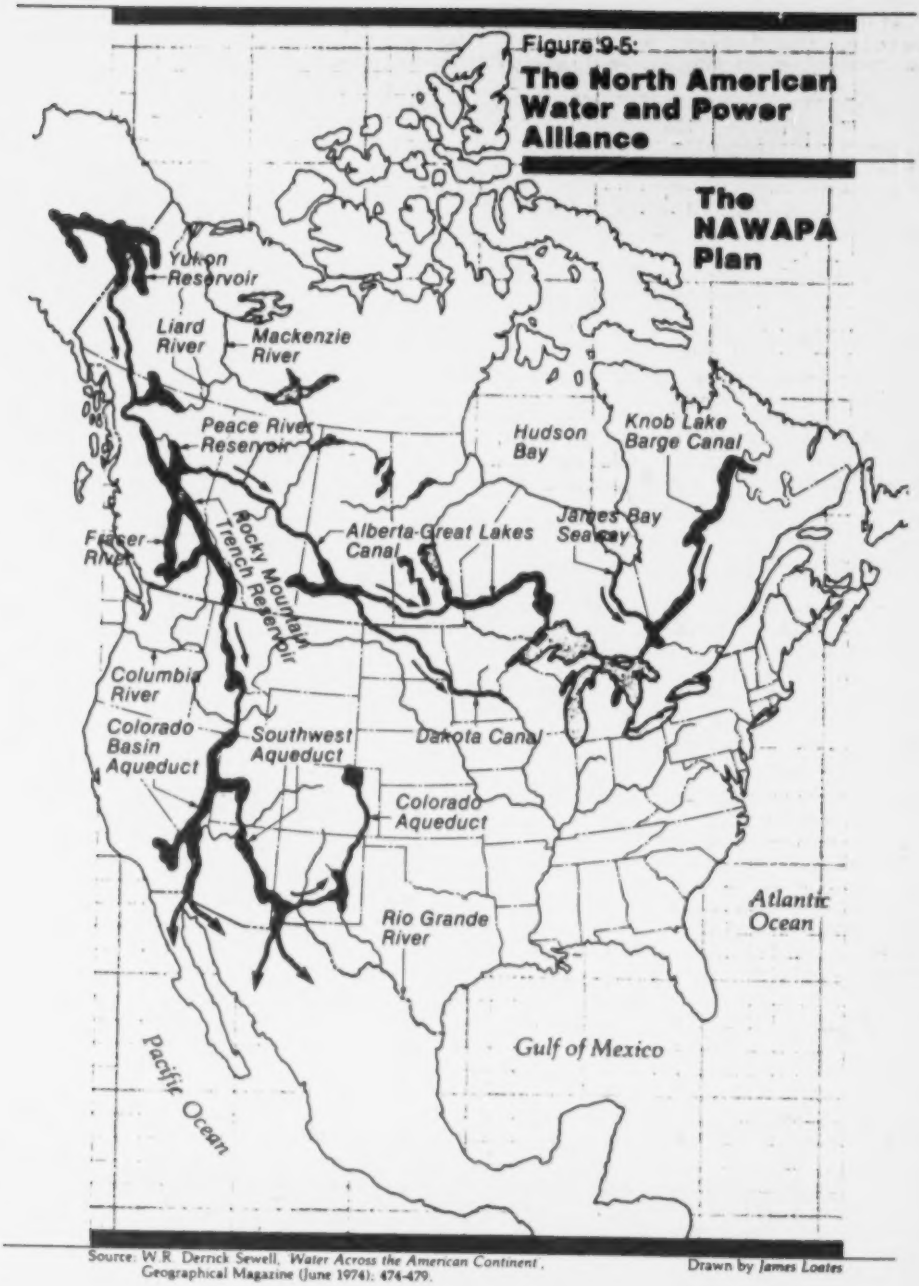
4. HOW FAST COULD IT BE BUILT?

In 1964, it was estimated it would take 20 years to complete all 369 components of the entire system. However, using state of the art earth moving and construction technologies, plus a "crash program" approach today, it could be done in less than a decade, providing tens, if not hundreds of thousands of jobs in the process.

5. WHAT ABOUT ENVIRONMENTAL FACTORS?

"NAWAPA" would enhance the environment of the entire continent by enabling growth of vegetation, thus lowering the temperature and increasing natural rainfall. If the theories of those who espouse the so-called "greenhouse effect" have merit, then "NAWAPA" becomes even more necessary, distributing the increased rainfall such theorists predict for northern Canada to the areas they foresee will be parched for decades to come.

For further information, contact the North American Water and Power Action Committee (NAWAPAC), 400 James Court, Falls Church, VA 22046. (703) 533-1029.



Map reprinted from: Robert Bourassa, Power from the North. Scarborough, Prentice-Hall Canada, Inc., 1985.

Testimony of Jude C. Stensgar, Chairman, Colville Business Council before the House Energy and Water Development Appropriations Subcommittee on the FY 91 Corps of Army Engineers Budget

Mr. Chairman and Members of the Committee:

I want to thank you on behalf of my tribe for the opportunity to submit this testimony on appropriations for the Army Corps of Engineers.

Statement of Need

The Tribes requests $150,000.00 for the Corps to do a reconnaissance study under a Memorandum of Agreement with the Tribes.

Project Description

The reconnaissance study would update a preliminary study done by the corps several years prior, to assess the economics of a pool raise behind Chief Joseph Dam to generate more hydropower to assist in meeting the demand for power in the Pacific Northwest. We anticipate the power surplus in the Pacific Northwest to undergo a change to a power deficit in a few short years.

The Colville Indian Reservation is 1.3 million acres located in Eastern Washington. It is bounded on the east, south, and west by the Columbia and Okanogan rivers.

Chief Joseph Dam (a Corps project) and Grand Coulee Dam (a federal reclamation project) are both located on the Colville Indian Reservation.

Grand Coulee Dam is the largest of the federal hydropower projects on the system. Its construction greatly aided Northwest industries and plants in providing defense material for World War II and subsequent conflicts.

But the hydropower construction also meant a flooding of tribal homelands, one of this state's fisheries at Kettle Falls, Washington was completely destroyed which was a major source of food supply for the Indians of the Colville Indian Reservation.

Even today the major benefits for irrigation and power flow away from the reservation notwithstanding that authorization for Chief Joseph and Grand Coulee listed irrigation of Indian lands as a project justification.

In the First Session of the 101st Congress the Tribes sought a $150,000.00 appropriation for this proposal. The House did set aside a lesser amount ($75,000.000); nothing was appropriated on the Senate side.

We are seeking this project for several reasons. Number one, it has the potential to provide an additional increment of low cost hydropower

to the region. both BPA and the Northwest Power Planning Council point to a power deficit.

From the tribes' point of view, the Chief benefit would be a stable source of income from the sale of power since the tribe would sponsor the construction of the needed facilities and find a market for the added power. Additional benefits would flow to tribal members in jobs and income during the construction, operation, and maintenance phases.

One of the critical factors to aid in deciding to develop hydroelectric facilities is the impact on the fisheries resource. Chief Joseph is situated such that it can have no further impacts on the Columbia River system salmon fishery.

In addition, the United States has already acquired the needed land interests behind Chief Joseph Dam to accommodate any increase in pool elevation.

This project can be undertaken and completed in stages so that any adverse impacts can be mitigated timely and still provide additional power capacity as needed.

As we stated, this money would be used to update data from a preliminary investigation. If deemed feasible, the tribes, in conjunction with the Corps, would seek investors from private industry to develop funding for the project.

Thus, we hope that, for a relatively small investment of federal dollars, we can develop a major addition to the hydropower capacity of the Columbia River with minimal impact, if any, on the environment. We would ask that the Committee consider report language to the effect that:

> The Committee provides $150,000.00 to the U.S. Corps of Army Engineers to undertake a reconnaissance study on raising the pool level behind its Chief Joseph project, said study to be undertaken with the Colville Confederated Tribes through a Memorandum of Agreement.

Mr. Chairman, that concludes our statement. We appreciate your time and urge favorable Committee action on this request. We would be glad to answer any questions. Thank you very much.

Jude C. Stensgar, Chairman
Colville Business Council

THE BI-STATE DEVELOPMENT AGENCY
707 North First Street/Laclede's Landing
St. Louis, Missouri 63102-2595
(314) 982-1400

March 29, 1990

Honorable Tom Bevill
U.S. House of Representatives
Washington, D.C. 20515-0104

Dear Congressman Bevill:

The attached testimony is submitted in support of an appropriation request for St. Louis Harbor, Missouri and Illinois projects. We thank you for your consideration of this request and would be please to supply any additional information requested.

Yours truly,

Darryl Thompson
Manager of Port Development

Testimony of John K. Leary, Jr.
Bi-State Development Agency
St. Louis Harbor, Missouri and Illinois

There has been a federal interest, with strong local and state support, in solving St. Louis Harbor problems for almost 26 years. This interest dates back to June, 1964 when the House Public Works Committee adopted a resolution concerning harbor sedimentation. This interest was broadened in May, 1971, when the Senate Committee on Public Works instructed the Corps to review pertinent studies to determine the advisability of providing improved commercial harbor facilities in the vicinity of St. Louis.

A resulting report was prepared, rigorously reviewed in Corps channels and then submitted by the Chief of Engineers to the Secretary of the Army on April 30, 1984, favorably concurring with the findings of the Board of Engineers for Rivers and Harbors. The Congress then authorized the project in the Water Resources Development Act of 1986, (P.L. 99-662). Funds were appropriated by the Congress and enacted into law by the President in FY'1985 ($600,000) and FY'1986 ($425,000). The recommended improvements would reduce siltation in the harbor on the Missouri side and provide additional docking facilities on the Illinois side by moving the Chain of Rocks Canal bank 210 feet. The length of the excavation would be 6900 feet. Then on May 6, 1986, the Assistant Secretary of the Army (Civil Works), stated in a memorandum that Federal participation in inland waterway harbor improvements were not warranted when;

> "(1) Resale or lease of lands used for disposal of excavated channel material can recover the cost of the improvements or (2) The acquisition of land outside the navigation servitude is necessary for construction of the improvements and would permit local interests to control access to the project".

Next an Engineer Circular, EC-1165-2-139, was issued to implement the above stated policy. The Circular discussed the use of the excavated materials to create flood-free land which then could be used for industrial development. Then on May 22, 1987, the Assistant Secretary, in a letter transmitting the Report on St. Louis Harbor, said that the project would create an additional 1,080 acreas of flood-free waterfront land along The Chain of Rocks Canal and recommends no Federal participation.

The matter of creating flood-free lands with excavated materials is very simply not applicable in the case of St. Louis Harbor, period. The lands, to become available for industrial development, are already flood-free. Furthermore, on the Illinois side the 1080 acres of land to become available for development are primarily owned by the Army.

Local expectations were that the Army would provide the improvements authorized by Congress and local interests in Missouri and Illinois have worked to compliment the expected Federal action. This involves considerable man hours of planning and engineering as well as sizable amounts of funds (e.g., Missouri had set aside $1,200,000 for the project).

In summary, we respectfully request that this Committee recognize that this project was supported by a prior Administration. The creation of flood-free lands does not apply to St. Louis Harbor and the responsibility for the siltation problem is not clear. Significant prior committments of time and funds were committed by local sponsors acting in good faith. This was recognized by the Assistant Secretary in the case of the Southeast Regional Port Project which was allowed to proceed. These improvements were recognized in the Crops Report as being economically sound and will return significant national and regional economic benefits.

We are additional working with organizations from Missouri and Illinois to obtain a Department of Defense designation of Tri-City Regional Port District and the Mel Price Support Center in Illinois as a Military Inland Waterway Terminal. We anticipate large potential savings to be realized by the Department of Defense in transporation costs if this becomes a reality this year. This action further increases the need to fund this navigation project this year.

We request that the Committee consider providing $500,000 for the St. Louis Harbor Project in the Fiscal Year 1991 so that work may resume. Thank you for considering our request.

THURSDAY, MARCH 29, 1990.

TEXAS PROJECTS

WITNESS

HON. JACK BROOKS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF TEXAS

Mr. BEVILL. The committee will come to order.

The Chair recognizes Chairman Brooks.

You may proceed as you wish.

Mr. BROOKS. Thank you very much for this opportunity to appear today to urge the subcommittee's favorable consideration of the Public Works projects for the Ninth Congressional District of Texas included in the fiscal year 1991 budget.

Mr. Chairman, I support funding those items included in the budget proposal and in the interest of time will submit a list of them with my statement rather than discuss each one individually.

I am pleased to advise that, with the exception of two, all of the authorized projects in my district are appropriately funded in the budget. The Taylor's Bayou Flood Control and Drainage Project and our Clear Creek Flood control project are both funded to the Corps of Engineer's capability levels, for which I and their local sponsors are deeply grateful.

The Sabine Neches Waterway is in the budget for $6.282 million for operation and maintenance. The Corps has expressed a capability of $9,372 million with the additional funds to be spent on repairing the jetties on both sides going out. They need to be repaired because once those jetties start to go, they slough off in the channel and subject the channel to storm action that can be very expensive and disastrous to dredge out.

I request the committee's serious consideration of full funding for this important work.

I am deeply grateful to you and your subcommittee Members including Mr. Myers for your successful efforts in not only appropriating $4 million for fiscal year 1990 for the Wallisville Saltwater Barrier Project, but in also passing language directing that the funds be spent for construction on the project. It is my understanding that a contract should be let sometime this summer.

Although there are no funds in the President's budget, the Corps has expressed a capability of $9.2 million which would enable them to continue the Wallisville Project to completion.

Mr. Chairman, I recognize that you are limited by your 302(b) allocation and my request that you appropriate the Corps' full capability is made with the understanding that you are under that cap. However, I wish to emphasize the importance of completing this project as soon as possible. Although the Corps has expressed a ca-

pability, I am not confident that we won't run into the same problem with OMB that we have faced before, therefore, I also will again be requesting bill language that directs OMB to release any funds appropriated by Congress for Wallisville.

Mr. Chairman, I appreciate your kind consideration of this request. As you know, the local project sponsors have been appearing before you asking for your support for these important projects for many years. You and your subcommittee Members have always been most gracious in helping us. It is through your support that the Ninth Congressional District has been able to progress and provide the type of atmosphere that is conducive to attracting new industry. I might announce that last night we had a 2-inch rain in a couple hours in Port Arthur, Texas, and the sea wall that you all helped appropriate to authorize the funds operated perfectly and there is no major flooding in that city at all. That is what it is all about.

We have had 10 inches of rain there in other times and it would save the city from millions of dollars worth of damage. When you do these things productively and carefully, you can save the country a lot of trouble. Without your help, my district with its many ports and heavy industry, could not now be enjoying protection from the ever-present threat of flooding and its tragic effects. Your assistance again this year will be most deeply appreciated by the local officials here today as well as by all of the residents of the Ninth Congressional District.

Mr. Chairman, as previously mentioned, I have with me today a number of persons vitally concerned with these projects. They are here to support these statements and to answer any questions the subcommittee may have. With your approval, Mr. Chairman, I would like to introduce them if I may.

Mr. BEVILL. Yes, we will be glad to hear from them.

Mr. BROOKS. Please stand when your names are called. From the city of Friendswood, Mayor Paul Schrader and Claire Schrader. Councilwoman Jan Jordan and her daughter, Nicole. From the city of League City, Mayor Joe Lamb and Mrs. Lamb, Mayor Pro Tem Ed Poole and Mrs. Poole, City Administrator Paul Nutting and City Engineer Jess Hegemier. From the County of Harris Flood Control Director Jim Green.

From the county of Jefferson, Judge Richard P. LeBlanc and Commissioner Ed Moore. From the Port of Beaumont Bill Kimbrough, President, Board of Commissioners. From the Port of Port Arthur Ben Goldstein, General Manager/Port Director, and Raymond C. Johnson, Vice President, Board of Commissioners.

From Clear Creek Drainage District Chairman Steve Haskew and David McCullogh, Board Member. From Galveston County Drainage District No. 2, Commissioner Ed Ross. From Jefferson County Drainage District No. 6, President Sam O. Smith and Mrs. Dorothy Smith, Vice President/Secretary Robert C. Horn and Mrs. Barbara Horn, Commissioner Josh Allen and Mrs. Deanna Allen, General Manager Ronnie E. Platt, Kim Carroll and Norman Blackman.

From Jefferson Country Drainage District No. 7, Chairman Eugene Rasheta, Manager Tom Hogan, Commissioner M.J.

"Duffy" Adair, commissioner Julian Coghill, Commissioner Joe Lyday and Mrs. Mary Lyday, and Commissioner Amidee Morgan.

I also submit for the consideration of the subcommittee statements in support of these projects from the following, cities of Friendswood, Groves, Nederland, and Port Arthur, counties of Galveston and Jefferson and ports of Beaumont, Galveston, and Port Arthur, Clear Creek Drainage District, Jefferson County Drainage District Nos. 3, 6, and 7, Jefferson County Navigation District, Port Arthur Chamber of Commerce, Guy Jackson and Trinity River Authority.

Thank you. We love you. We hope you can get us the money.

[The statement of Hon. Jack Brooks follows:]

REMARKS OF CONGRESSMAN JACK BROOKS
BEFORE THE ENERGY AND WATER DEVELOPMENT SUBCOMMITTEE
OF THE HOUSE APPROPRIATIONS COMMITTEE
2362 RAYBURN HOUSE OFFICE BUILDING
THURSDAY, MARCH 29, 1990

MR. CHAIRMAN, THANK YOU FOR THIS OPPORTUNITY TO APPEAR TODAY TO URGE THE SUBCOMMITTEE'S FAVORABLE CONSIDERATION OF THE PUBLIC WORKS PROJECTS FOR THE NINTH CONGRESSIONAL DISTRICT OF TEXAS INCLUDED IN THE FISCAL YEAR 1991 BUDGET.

MR. CHAIRMAN, I SUPPORT FUNDING THOSE ITEMS INCLUDED IN THE BUDGET PROPOSAL AND IN THE INTEREST OF TIME WILL SUBMIT A LIST OF THEM WITH MY STATEMENT RATHER THAN DISCUSS EACH ONE INDIVIDUALLY.

I'M PLEASED TO ADVISE THAT, WITH THE EXCEPTION OF TWO, ALL OF THE AUTHORIZED PROJECTS IN MY DISTRICT ARE APPROPRIATELY FUNDED IN THE BUDGET. THE TAYLOR'S BAYOU FLOOD CONTROL AND DRAINAGE PROJECT AND OUR CLEAR CREEK FLOOD CONTROL PROJECT ARE BOTH FUNDED TO THE CORPS OF ENGINEERS' CAPABILITY LEVELS, FOR WHICH I AND THEIR LOCAL SPONSORS ARE DEEPLY GRATEFUL.

THE SABINE NECHES WATERWAY IS IN THE BUDGET FOR $6,282,000 FOR OPERATION AND MAINTENANCE. THE CORPS HAS EXPRESSED A CAPABILITY OF $9,372,000, WITH THE ADDITIONAL FUNDS TO BE SPENT ON REPAIRING THE JETTIES. I WOULD REQUEST THE SUBCOMMITTEE'S SERIOUS CONSIDERATION OF FULL FUNDING FOR THIS IMPORTANT WORK.

MR. CHAIRMAN, I AM DEEPLY GRATEFUL TO YOU AND YOUR SUBCOMMITTEE MEMBERS FOR YOUR SUCCESSFUL EFFORTS IN NOT ONLY APPROPRIATING $4 MILLION FOR FY 1990 FOR THE WALLISVILLE SALTWATER BARRIER PROJECT, BUT IN ALSO PASSING LANGUAGE DIRECTING THAT THE FUNDS BE SPENT FOR CONSTRUCTION ON THE PROJECT. IT IS MY UNDERSTANDING THAT A CONTRACT SHOULD BE LET SOMETIME THIS SUMMER.

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ALTHOUGH THERE ARE NO FUNDS IN THE PRESIDENT'S BUDGET, THE CORPS HAS EXPRESSED A CAPABILITY OF $9.2 MILLION WHICH WOULD ENABLE THEM TO CONTINUE THE WALLISVILLE PROJECT. MR. CHAIRMAN, I RECOGNIZE THAT YOU ARE LIMITED BY YOUR 302(b) ALLOCATION AND MY REQUEST THAT YOU APPROPRIATE THE CORPS' FULL CAPABILITY IS MADE WITH THE UNDERSTANDING THAT YOU ARE UNDER THAT CAP. HOWEVER, I WISH TO EMPHASIZE THE IMPORTANCE OF COMPLETING THIS PROJECT AS SOON AS POSSIBLE. ALTHOUGH THE CORPS HAS EXPRESSED A CAPABILITY, I AM NOT CONFIDENT THAT WE WON'T RUN INTO THE SAME PROBLEM WITH OMB THAT WE'VE FACED BEFORE, THEREFORE, I ALSO WILL AGAIN BE REQUESTING BILL LANGUAGE THAT DIRECTS OMB TO RELEASE ANY FUNDS APPROPRIATED BY CONGRESS FOR WALLISVILLE.

MR. CHAIRMAN, I APPRECIATE YOUR KIND CONSIDERATION OF THIS REQUEST. AS YOU KNOW, I AND THE LOCAL PROJECT SPONSORS HAVE BEEN APPEARING BEFORE YOU ASKING FOR YOUR SUPPORT FOR THESE IMPORTANT PROJECTS FOR MANY YEARS. YOU AND YOUR SUBCOMMITTEE MEMBERS HAVE ALWAYS BEEN MOST GRACIOUS IN HELPING US. IT IS THROUGH YOUR SUPPORT THAT THE NINTH CONGRESSIONAL DISTRICT HAS BEEN ABLE TO PROGRESS AND PROVIDE THE TYPE OF ATMOSPHERE THAT IS CONDUCIVE TO ATTRACTING NEW INDUSTRY. WITHOUT YOUR HELP, MY DISTRICT, WITH ITS MANY PORTS AND HEAVY INDUSTRY, COULD NOT NOW BE ENJOYING PROTECTION FROM THE EVER-PRESENT THREAT OF FLOODING AND ITS TRAGIC EFFECTS. YOUR ASSISTANCE AGAIN THIS YEAR WILL BE MOST DEEPLY APPRECIATED BY THE LOCAL OFFICIALS HERE TODAY AS WELL AS BY ALL OF THE RESIDENTS OF THE NINTH CONGRESSIONAL DISTRICT.

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MR. CHAIRMAN, AS PREVIOUSLY MENTIONED, I HAVE WITH ME TODAY A NUMBER OF PERSONS VITALLY CONCERNED WITH THESE PROJECTS. THEY ARE HERE TO SUPPORT THESE STATEMENTS AND TO ANSWER ANY QUESTIONS THE SUBCOMMITTEE MAY HAVE. I WOULD LIKE TO INTRODUCE THEM AT THIS TIME...

CITY OF FRIENDSWOOD

MAYOR PAUL SCHRADER

COUNCILWOMAN JAN JORDAN

CITY OF LEAGUE CITY

MAYOR JOE LAMB AND MRS. LAMB

MAYOR PRO TEM ED POOLE AND MRS. POOLE

CITY ADMINISTRATOR PAUL NUTTING

CITY ENGINEER JESS HEGEMIER

COUNTY OF CHAMBERS

JUDGE OSCAR NELSON

COUNTY OF HARRIS

FLOOD CONTROL DIRECTOR JIM GREEN

ALICIA KLECKLEY

COUNTY OF JEFFERSON

JUDGE RICHARD P. LeBLANC AND MRS. CHERYL LeBLANC

COMMISSIONER ED MOORE

PORT OF BEAUMONT

BILL KIMBROUGH, PRESIDENT BOARD OF COMMISSIONERS

4 4 4 4 4 4

PORT OF PORT ARTHUR

BEN GOLDSTEIN, GENERAL MANAGER/PORT DIRECTOR

RAYMOND C. JOHNSON, VICE PRESIDENT BOARD OF COMMISSIONERS

CLEAR CREEK DRAINAGE DISTRICT

CHAIRMAN STEVE HASKEW

DAVID McCULLOGH, BOARD MEMBER

GALVESTON COUNTY DRAINAGE DISTRICT #2

COMMISSIONER ED ROSS

JEFFERSON COUNTY DRAINAGE DISTRICT #6

PRESIDENT SAM O. SMITH AND MRS. DOROTHY SMITH

VICE PRESIDENT/SECRETARY ROBERT C. HORN AND MRS. BARBARA HORN

COMMISSIONER JOSH ALLEN AND MRS. DEANNA ALLEN

GENERAL MANAGER RONNIE E. PLATT

KIM CARROLL

NORMAN BLACKMAN

JEFFERSON COUNTY DRAINAGE DISTRICT #7

CHAIRMAN EUGENE RASHETA

MANAGER TOM HOGAN

COMMISSIONER M. J. "DUFFY" ADAIR

COMMISSIONER JULIAN COGHILL AND MRS. COGHILL

COMMISSIONER JOE LYDAY AND MRS. MARY LYDAY

COMMISSIONER AMIDEE MORGAN

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I ALSO SUBMIT FOR THE CONSIDERATION OF THE SUBCOMMITTEE STATEMENTS IN SUPPORT OF THESE PROJECTS FROM THE FOLLOWING:

CITIES OF:

FRIENDSWOOD

GROVES

NEDERLAND

PORT ARTHUR

COUNTIES OF:

GALVESTON

JEFFERSON

PORTS OF:

BEAUMONT

GALVESTON

PORT ARTHUR

CLEAR CREEK DRAINAGE DISTRICT

JEFFERSON COUNTY DRAINAGE DISTRICT NOS. 3, 6, AND 7

JEFFERSON COUNTY NAVIGATION DISTRICT

PORT ARTHUR CHAMBER OF COMMERCE

GUY JACKSON

TRINITY RIVER AUTHORITY

# # # # # # # # # # #

NINTH DISTRICT, TEXAS PROJECTS
FY 1991 FUNDING REQUESTS
(Amounts in $ Thousands)

Project or Study	President's FY 1991 Budget	Corps' Capability	JB's Request
CONSTRUCTION:			
Clear Creek	$ 3,700	$ 3,700	$ 3,700
Taylor's Bayou	4,700	4,700	4,700
Texas City & Vicinity Flood Control	848	848	848
Wallisville Saltwater Barrier	0	9,200	9,200
OPERATIONS AND MAINTENANCE:			
Galveston Harbor & Channel	41	41	41
Gulf Intracoastal Waterway	13,185	17,385	17,385
Houston Ship Cahnnel	6,697	6,697	6,697
Sabine-Neches Waterway	6,282	9,372	9,372
Trinity River and Tributaries	20	20	20
Wallisville Saltwater Barrier	402	402	402

RESOLUTION NO. R90-7

A RESOLUTION ENDORSING THE U.S. ARMY CORPS OF ENGINEERS CLEAR CREEK FLOOD CONTROL PROJECT; AND URGING THE UNITED STATES CONGRESS TO ACT FAVORABLY ON THE APPROPRIATION OF $3,700,000 CONTAINED IN THE FY1991 BUDGET.

* * * * * * * *

WHEREAS, a serious flood problem exists in the Clear Creek Watershed where existing residential and commercial areas are periodically subject to extensive damages from rising waters in the creek; and

WHEREAS, in the City of Friendswood in July 1979, 1600 out of 3000 homes were flooded with coincident economic losses exceeding $38,000,000; and

WHEREAS, in the City of Friendswood in September 1979, 500 of these homes were again flooded; and

WHEREAS, in the City of Friendswood in January 1980, 75 of these homes were again flooded; and

WHEREAS, in the City of Friendswood in August 1989 500 of these homes were again flooded; and

WHEREAS, the citizens continue to suffer economic loss and mental anquish as a result of flooding; and

WHEREAS, the citizens have been donating their time and labor in an effort to clear the creeks and banks of debris; and

WHEREAS, the local drainage authorities are actively improving the Clear Creek tributaries; and

WHEREAS, the United States Congress in 1939 authorized the U.S. Army Corps of Engineers to begin a study of Clear Creek; and

WHEREAS, the United States Congress in 1968 authorized the U.S. Army Corps of Engineers to design a flood control project which would provide a significant measure of protection from recurring flooding problems in the Clear Creek Watershed; and

WHEREAS, the study has been completed and a consensus has been achieved by all local sponsors and entities and endorsed by the 67th Texas Legislature;

WHEREAS, the project has been approved by the U.S. Army Corps District in Galveston and the Corps Southwest Division; and

WHEREAS, further delays will significantly increase the cost of the project as well as the probability of additional flooding;

WHEREAS, the local sponsors of the project have agreed to provide funding for the local costs of construction; and

WHEREAS, Congress has provided funding for the first phase of construction; and

WHEREAS, construction of the first phase of the project began in July 1989.

* * * * * * * *

NOW, THEREFORE, BE IT RESOLVED BY THE City Council of the City of Friendswood:

THAT the City re-endorse the U.S. Army Corps of Engineers Clear Creek Flood Control Project; and

THAT the City urge the congress of the United States to adopt the budget and appropriate construction funds so that the U.S. Army Corps of Engineers may continue the rectification work; and

THAT the City urge the Congress to take whatever additional action is necessary to expedite the project and thereby reduce the emotional, physical and economic suffering due to flooding;and

THAT the City Secretary forward official copies of this resolution to the President of the United States, to the Speaker of the House of Representives and President of the Senate of the United States Congress, and to all members of the Texas Delegation to the Congress, with the request that this resolution be officially entered into the Congressional Record.

PASSED, APPROVED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF FRIENDSWOOD, TEXAS THIS ~~THE~~ 12TH DAY OF FEBRUARY, 1990.

Mayor Paul W. Schrader
City of Friendswood

Mayor Pro-tem Ron Ritter

Councilmember Bob Wicklander

Councilmember Evelyn Newman

Councilmember Ed Stuart

Councilmember Jan Jordan

Councilmember Frank Frankovich

ATTEST:

Deloris Archer, CMC
City Secretary

RESOLUTION NO. 90-03

WHEREAS, the Groves City Council supports the following public works projects which Congressman Jack Brooks will present before the House Committee on Appropriations and Senator Lloyd Bentsen will present before the Senate Committee on Appropriations for funding in the fiscal year 1991 Budget:

Clear Creek (construction)	$ 3,700,000
Galveston Harbor & Channel (operation & maintenance)	41,000
Houston Ship Channel (operation & maintenance)	6,697,000
Houston-Galveston Navigation Channels (precon. engineering & design)	1,100,000
Sabine-Neches Waterway (operation & maintnenace)	6,282,000
Taylors Bayou (construction)	4,700,000
Texas City & Vicinity Flood Control (construction)	848,000
Wallisville Lake (operation & maintenance)	402,000

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GROVES, TEXAS:

THAT this body does hereby go on record as wholeheartedly supporting the above projects for funding in the fiscal year 1991 Budget; and

BE IT FURTHER RESOLVED that a copy of this resolution be furnished Congressman Jack Brooks, Senator Lloyd Bentsen, and members of the House and Senate Committees on Appropriations as evidence of the support of the Groves City Council.

PASSED, APPROVED, and ADOPTED at a regular meeting of the City Council of the City of Groves this 5th day of March, 1990.

Sylvester Moore

Sylvester Moore, Mayor

ATTEST:

Gene K. Graham

Gene K. Graham, City Clerk

City of Nederland

Homer E. Nagel, Mayor
Councilmen: R. D. Sawyer, Mayor Protem
Mike Bourque, Crope LeBlanc, Billy W. Doombos
D. E. Sosa, City Manager

P.O. Box 967 • Nederland, Texas 77627 • 409/727-2711

February 12, 1990

The Honorable Tom Bevill, Chairman
Energy and Water Development Subcommittee
House Committee on Appropriations
2362 Rayburn House Office Building
Washington, D.C. 20515

Dear Congressman Bevill:

This is to advise that the City of Nederland is situated in the Ninth Congressional District, Texas, and recommends your consideration of FY 1991 Budget appropriations for the following projects:

PROJECT	FY 1991 BUDGET
Clear Creek (Construction)	$ 3,700,000
Galveston Harbor & Channel (O&M)	41,000
Houston Ship Channel (O&M)	6,697,000
Houston-Galveston Navigation Channels (Precon. Engn. & Desgn.)	1,100,000
Sabine-Neches Waterway (O&M)	6,282,000
Taylors Bayou (Construction)	4,700,000
Texas City & Vicinity Flood Control (Construction)	848,000
Wallisville Lake (O&M)	402,000

Your consideration of these recommendations is appreciated.

Respectfully,

CITY OF NEDERLAND

Homer E. Nagel
Mayor

/lc

cc: City Councilmen
D. E. Sosa, City Manager

Malcolm L. Clark, Mayor
Councilmembers: Willie Lewis Jr., Brent Postell, Lawrence Pierre, Mayor ProTem, Pat Rachal, Robert Allen, Mary Ellen Summerlin, Bennister J. Baptiste, George Dionisi, Arthur J. Guidry, City Manager

CITY of PORT ARTHUR

P. O. BOX 1089 • PORT ARTHUR, TEXAS 77641-1089 • AREA CODE 409 983-8100

February 12, 1990

FEB 14 1990

Congressman Jack Brooks
House of Representatives
Washington, D.C. 20515

Subject: Energy and Water Development Subcommittees of the House and Senate Committee on Appropriations

Dear Congressman Brooks:

Reference is made to your letter of Januaray 23rd.

The City of Port Arthur will not be requesting funding for specific projects with the Energy and Water Subcommittees this year but we strongly support the continuing funding for the on-going projects in this area. Please add our request and support for final completion of the Hurricane Protection System if any work remains to be done; the maintenance of the Federal waterway system, the intracoastal waterways, and the Taylor Bayou project.

We are requesting that you provide this letter of support to the Subcommittees and we appreciate your allowing us to participate in this hearing before the House Subcommittees.

Yours truly,

Malcolm Clark

Malcolm Clark
Mayor

COUNTY OF GALVESTON

RAY HOLBROOK
COUNTY JUDGE

March 29, 1990

The Honorable Tom Bevill, Chairman
Energy and Water Development Subcommittee
House Committee on Appropriations
U.S. House of Representatives
Washington, D.C. 20515

Re: Statement by the Galveston County Commissioners Court
on Behalf of the Galveston County Flood Control Projects

Dear Congressman Bevill and Members of the Subcommittee:

Galveston County has been the local sponsor with the U.S. Corps of Engineers for the construction of various flood control projects in Galveston County since the first seawall was started in Galveston shortly after the 1900 Hurricane. The Galveston Seawall has now been extended in length to approximately 10 miles protecting the most populated part of the City of Galveston.

TEXAS CITY HURRICANE-FLOOD PROTECTION LEVEE

In 1962 (some 14 years after the first local bond issue was passed), construction began on the seawall protecting the cities of Texas City and La Marque from the ravages of hurricanes and high tides of Galveston Bay. The Texas City Hurricane-Flood Protection Levee was completed in 1987. However, serious erosion has occurred along the toe of the Seawall Levee fronting on Galveston Bay, and corrective action is urgently needed. We appear before this Committee to request funds for the U.S. Corps of Engineers to assist Galveston County in correcting the problem.

The serious erosion problems that developed along the shoreline fronting on Galveston Bay are from approximately the Texas City Dike to State Highway 146, a distance of between five and six miles. In one particular area of approximately 2 miles, the shoreline has eroded over 200 feet into the seawall in the last 20 years and has violated the toe of the levee in several locations. With the approval of the Corps of Engineers, Galveston County has already completed a contract for a very short distance, about 1,000 feet,

where we believe delay of any kind would adversely affect the seawall. The Corps now has an approved project to assist the County with the remaining approximately two miles of the project. The $848,000 in the Administration's Budget for Texas City and Vicinity Flood Control is for this erosion control to be completed, and we urge the Committee's approval of those funds to be used on this urgent corrective action. The Corps of Engineers has already approved a contract for this work, and the construction has just begun this calendar year, 1990.

CLEAR CREEK FLOOD CONTROL PROJECT

The final flood control project sponsored by Galveston County is along Clear Creek in the cities of League City and Friendswood in cooperation with the Harris County Flood Control District. Construction is now underway with an official groundbreaking having taken place in March, 1989. Galveston County, Harris County, and the U.S. Corps of Engineers signed the Clear Creek contract on June 30, 1986, on the Highway 146 bridge over Clear Creek on the boundary between Galveston and Harris counties. We appear before this Honorable Committee to urge your support for appropriations for construction on Clear Creek.

The Galveston County Commissioners Court respectfully urges the Honorable Committee to approve $3,700,000 in construction funds for the Clear Creek Flood Control Project. These funds are included in the Administration's Budget for FY 1991, and the U.S. Corps of Engineers has let the contract for the first phase of this project.

It is extremely important that the Clear Creek Flood Control Project continue in FY 1991 with the funds recommended by the Administration. After approximately 15 years of planning, the Corps of Engineers made final engineering decisions on this project in 1983 and completed detailed engineering design for the second outlet from Clear Lake to Galveston Bay and for the flood gate to control flow. The Design Memorandum has been approved for construction. This project is designed to provide flood relief for over 500,000 people in the Clear Creek watershed in Galveston and Harris counties. It was also designed in such a way as to protect the sensitive environment of Clear Creek, and this decision received overwhelming public support in a January, 1982, public hearing. The two local sponsors, Galveston County and Harris County, support the Corps of Engineers design which will accommodate a 10-year flood with the remainder of the 100-year flood plain to be protected by flood plain management.

In 1979, over 2,000 homes in Friendswood and League City along Clear Creek were flooded twice--in July from Tropical Storm Claudette and again in September. Several thousand homes were also flooded in Brazoria and Harris counties. Losses from flooding in these three counties from the 1979 floods were well over $200,000,000. People are desperate to do something--almost anything--on Clear Creek, and the Corps of Engineers is trying to expedite this project. In August, 1989, Hurricane Chantel flooded over 500 homes along

Clear Creek in Galveston and Harris counties, so the urgency of the project has been emphasized to us once again.

Inasmuch as the Clear Creek Flood Control Project has been in the study and design stage for 21 years (authorized in 1968), it is most urgent that the construction continue in FY 1991 and beyond. The study has been a high priority by the Corps of Engineers, and over $2,500,000 in planning and engineering has been spent. We sincerely hope you will approve $3,700,000 in construction funds for FY 1991 for construction of the project. Galveston County passed a $5,000,000 bond election in November, 1985, to provide its local share of the cost. Thus, we are ready, willing, and able to assume our local responsibility for this project. Right-of-way and disposal areas are being acquired by both Galveston and Harris counties now and will continue full speed as the construction proceeds.

Thank you for your consideration of these requests and for your time in allowing us to be present at these hearings. We stand ready to assist you in any way and to furnish any additional information you may require.

Sincerely,

GALVESTON COUNTY COMMISSIONERS COURT

RAY HOLBROOK
County Judge

EDDIE BARR
Commissioner, Precinct 1

FRANK CARMONA
Commissioner, Precinct 2

WAYNE JOHNSON, III
Commissioner, Precinct 3

BILLY J. PEGUES
Commissioner, Precinct 4

---

ssk
cc: County Commissioners
Mr. G. Michael Fitzgerald
Mr. Harvey Bazaman
Judge Jon Lindsay
Commissioner Jim Fonteno
Mayor Paul Schrader
Mayor Joe Lamb
Mayor Ben Blackledge
Clear Creek Drainage District
Drainage District No. 1

FLOOD
(HEARING2.LTR)

Jefferson County
COMMISSIONERS' COURT

P. O. Box 4025
Beaumont, Texas 77704
(409) 835-8507

RICHARD P. LE BLANC, JR.
COUNTY JUDGE

NORMAN J. TROY
Comm. Pct. 1

JAMES A. SMITH, JR.
Comm. Pct. 2

DAVE SMITH, JR.
Comm. Pct. 3

EDWARD C. MOORE
Comm. Pct. 4

February 20, 1990

The Honorable Tom Bevill, Chairman
Subcommittee on Energy and Water Development
House Committee on Appropriations
2362 Rayburn House Office Building
Washington, D.C. 20515

Dear Congressman Bevill:

The Commissioners' Court of Jefferson County, Texas would like to go on record in support of the following projects which pertain to Jefferson County and will be presented by Congressman Jack Brooks on March 29, 1990:

(1) Sabine-Neches Waterway (O&M)
(2) Taylors Bayou (Construction)

It is our opinion that said projects should be included in the 1991 budget as these projects are vital to our area and are in the best interest of the citizens of Jefferson County.

Yours truly,

JEFFERSON COUNTY
COMMISSIONERS' COURT

By R. P. LeBlanc, Jr.
R. P. LeBLANC, JR.
County Judge

RPLJr:ss

PORT OF BEAUMONT

February 15, 1990

Honorable Tom Bevill, Chairman
Energy and Water Development Subcommittee
House Committee on Appropriations
2362 Rayburn House Office Building
Washington, D. C. 20515

Dear Congressman Bevill:

The Port of Beaumont Navigation District of Jefferson County, Texas strongly supports those items in the fiscal year 1991 public works budget that propose a total of $6,282,000 for continued operations and maintenance of the Sabine-Neches Waterway.

The Port of Beaumont Navigation District of Jefferson County, Texas is the agency that owns and maintains the public wharves of the Port of Beaumont. The Sabine-Neches Waterway links the public wharves to the Gulf of Mexico.

Proper maintenance of this waterway is absolutely essential for efficient operation of the marine terminals located thereon, and we respectfully urge your committee to approve the requested funds.

Very truly yours,

Bill Masters

Bill G. Masters
Port Director

BGM:ac

cc: Honorable Jack Brooks
House of Representatives
Washington, D. C. 20515

cc: District Engineer
Corps of Engineers, U.S. Army
Galveston, Texas

cc: Mr. Walter Crawford, Chairman
Jefferson County Navigation District
420 Mariposa
Beaumont, Texas 77701

P.O. Drawer 2297
Beaumont, Texas, U.S.A. 77704
409/835-5367 • FAX 409/835-0512

PORT OF GALVESTON

March 7, 1990

The Honorable Tom Bevill, Chairman
Subcommittee on Energy and Water Development
House Committee on Appropriations
2362 Rayburn Office Building
Washington, D.C. 20515

Dear Congressman Bevill:

The President's Fiscal Year 1991 Budget has two projects for which I wish to express the support of the Port of Galveston.

There is $41,000 included for Operation and Maintenance of the Galveston Harbor and Channel. The Port of Galveston is a major outlet for the Nation's Export Wheat. At its peak in 1984, 260 million bushels of wheat passed through the Port. Every consideration must be give to maintaining the capabilities of this Port.

There is $1,100,000 included for Preconstruction Engineering and Design for the Houston-Galveston Channels. This project, when completed, will provide a 50' Draft Capability for both Port's. There are economies of scale in using deeper draft ships that will reduce ocean transportation costs for both exports and imports. This will benefit exporters by making them more competitive in world markets and will reduce costs to the consumer of imports.

Your support of these appropriations will be appreciated.

Very truly yours,

Doug J. Marchand

Doug J. Marchand
General Manager - Port Director
Port of Galveston

Doug J. Marchand, General Manager - Port Director
Galveston Wharves / P.O. Box 328 / Galveston, Texas 77553 / Telephone (409) 766-6103 or 765-9321

March 5, 1990

REF: 8.600
c/r (R)

The Honorable Tom Bevill, Chairman
Subcommittee on Energy and Water Development
House Committee on Appropriations
2362 Rayburn House Office Building
Washington, D.C. 20515

Dear Congressman Bevill:

We respectfully ask that you favorably consider the public works funds request, by our Congressman Jack B. Brooks, for the Operations and Maintenance of the Sabine Neches Waterway, Taylors Bayou and the Gulf Intracoastal Waterway of Texas. Only minimally necessary funds are requested, to insure the operation and maintenance of these vital federal waterways.

The major refineries on our Sabine Neches Waterway annually produce a high percentage of America's energy fuels. The Waterway handles up to 52,000,000 short tons of commerce, including import crudes, domestic and export shipments as well. The economic and military security of America depends on keeping these vital waterways open, now and in the future.

The Gulf Intracoastal Waterway of Texas is an indispensable connecting link between hundreds of chemical and petrochemical plants and other refineries, here and across the Gulf Coast. Combined plant investment of these essential industries exceeds $30 billion, just on the Texas segments of the Gulf Intracoastal Waterway, alone, according to estimates available.

No new construction is anticipated in these requests, and the funds appropriated are vital to our economy and national defense. Your favorable consideration is justified, we submit, and is respectfully submitted.

FOR THE PORT COMMISSION

Ben Goldstein
Port Director

BG/lj

cc: Port Commission & Counsel

PORT ARTHUR
INTERNATIONAL
PUBLIC PORT

PORT OF PORT ARTHUR
NAVIGATION DISTRICT OF
JEFFERSON COUNTY, TEXAS

THE GULF OF MEXICO'S MOST
MODERN AND EFFICIENT
ALL-COMMODITY PUBLIC
OCEAN TERMINAL
COMPETITIVELY SERVING
ALL OF MIDDLE AMERICA

EXECUTIVE OFFICES
900 FOURTH STREET
POST OFFICE BOX 1428
PORT ARTHUR, TEXAS 77641

TELEPHONE: 409-983-2011

FAX: 409-985-9312

TELEX: 779-421

CLEAR CREEK DRAINAGE DISTRICT
GALVESTON COUNTY, TEXAS

RESOLUTION NO. 90-2

A RESOLUTION ENDORSING U.S. ARMY CORPS OF ENGINEER'S CLEAR CREEK FLOOD CONTROL PROJECT, STATE OF TEXAS: AND URGING THE UNITED STATES CONGRESS TO CONTINUE CONSTRUCTION FUNDING OF THE PROJECT IN THE FY-91 BUDGET.

WHEREAS, the Clear Creek Watershed includes portions of Galveston County as well as parts of Harris County and Fort Bend County, and

WHEREAS, a serious flood problem exists in Clear Creek Watershed where existing residential and commerical areas are subject to extensive damages from rising waters in Clear Creek and its tributaries, and

WHEREAS, the taxpayers of the District made a serious committment in 1982 to the concept of self-help by voting an increase in taxes for flood control, and

WHEREAS, in spite of the increased taxes, the amount by which the flood hazard in the District can be reduced without a major project to increase the flow capacity of Clear Creek is severely limited, and

WHEREAS, the scope of the work required to achieve the necessary improvements on Clear Creek requires the extensive technical management resources that the Corps of Engineers can provide, and

WHEREAS, the cost of the improvements needed on Clear Creek far exceeds the financial capabilities of local entities, and

WHEREAS, the benefits of the Corps of Engineers Clear Creek Project would include substantial reductions in claims against the National Flood Insurance Program, and

WHEREAS, the residents in the District continue to experience economic loss as a result of unnecessarily frequent flooding, and

WHEREAS, the residents of the District continually suffer extreme mental anguish because of the frequent threat of flooding, as well as the flooding itself, and

WHEREAS, the Clear Creek Drainage District, within the limits of its resources, and with the cooperation of other local governmental agencies, as well as individual citizens who have donated their time and labor, has been clearing debris and executing structural improvement projects in the creeks to increase their capacity, and

WHEREAS, the U.S. Army Corps of Engineers has designed a cost effective flood control project as authorized by the United States Congress which will provide a significant measure of protection from recurring flooding problems in the Clear Creek Watershed, and

WHEREAS, Congress approved $8 million to start construction of the Clear Creek Flood Control Project in the federal budget for Fiscal Year 1987, $4.8 million for Fiscal Year 1988, $4.3 million for Fiscal Year 1989 and $6.1 million for Fiscal Year 1990, and

WHEREAS, delays will significantly increase the cost of the project as well as the probability of additional flooding, therefore,

BE IT RESOLVED BY THE BOARD OF SUPERVISORS OF THE CLEAR CREEK DRAINAGE DISTRICT OF GALVESTON COUNTY:

THAT the District re-endorse the U.S. Army Corps of Engineers Clear Creek Flood Control Project, and

THAT the District urge the Congress of the United States to recognize that the Corps of Engineers Clear Creek Project is not a mere convenience item, but is absolutely necessary in order to restore the quality of life of thousands of people to a reasonable condition that they have every right to expect, and

THAT the District urge the Congress of the United States to approve the $3.7 million necessary to continue funding for construction of the project in the FY-91 budget, and

THAT the District urge the Congress to take whatever additional action is necessary to expedite the project and thereby reduce the emotional, physical, and economic suffering due to flooding.

PASSED, APPROVED, AND ADOPTED THIS 6TH DAY OF FEBRUARY, 1990.

Stephen R. Haskew

Stephen R. Haskew, President
of the Board, Clear Creek Drainage
District of Galveston County

ATTEST:

James L. Getola

James L. Getola, Secretary
of the Board, Clear Creek Drainage
District of Galveston County

THE CLEAR CREEK DRAINAGE DISTRICT OFFERS THIS STATEMENT IN SUPPORT OF THE U.S. ARMY CORPS OF ENGINEERS' CLEAR CREEK (TEXAS) FLOOD CONTROL PROJECT WITH THE REQUEST FOR CONTINUING CONSTRUCTION FUNDING IN FY-1991.

The Clear Creek Flood Control Project is an absolute necessity to the health, safety, and well-being of the poeple who live in the Clear Creek watershed. As the land in the watershed has undergone development, pastures and farmland have been converted to parking lots, streets, runways, buildings, and other surfaces from which rain water runs off extremely rapidly. Although there have been, and continue to be, improvements made to drainage arteries in the region by local agencies, consistent with their resources, and although storm water run-off and flood plain control has been in effect in the counties of the Clear Creek watershed since 1979-80, the effects of land development and subsidence have already reached the point that Clear Creek simply cannot carry storm water away to Galveston Bay fast enough to keep water out of our homes. So, until Clear Creek is improved in its water handling capacity, we do not have the ability make substantial improvement to the flood hazards that our citizens are living with every day.

People here realize that it is not feasible to prevent flooding by a storm like Claudette which struck this area in July, 1979 and dropped 30-40 inches of rain on us in a two-day period. However, our people are getting water in their homes when much less spectacular rains occur -- five-year and ten-year frequency precipitation is causing flooding. Even those people who are not getting water in their homes are impacted: street flooding is so severe that emergency vehicles cannot get through. A fire or serious medical problem occurring during, or for many hours after, such rains, would go unanswered in many places.

The Corps of Engineers has devised a plan for improving Clear Creek that is economically sound (benefit to cost ratio of 2.6), environmentally acceptable, and will completely contain the watershed run off for a ten-year frequency storm. Furthermore, the 100-year flood plain will be reduced by 25% overall in the watershed. We fervently hope that appropriation of construction funds will again be approved and included in the FY-1991 Budget. The Project is not frivolous, nor a convenience type of improvement -- it deals with people's safety and health, both physical and psychological. Many of our people fear rain; anxiety levels run very high when a heavy rain lasts more than a couple of hours, especially when water starts to rise in the streets and into people's yards!

Gentlemen, we NEED the Clear Creek Project and respectfully request that the additional construction funding of $3.7 million be included in the FY-1991 Budget.

JEFFERSON COUNTY
DRAINAGE DISTRICT NO. 3
P. O. Box 120
Hamshire, Texas 77622
Telephone (409) 243-2116

Established in 1912

Commissioners:

LeRoy McCall, Jr., Chairman
James L. Brousaard, Secretary
Joe L. Caruthers, Jr.

February 13, 1990

The Honorable Tom Bevill, Chairman
Energy and Water Development Subcommittee
House Committee on Appropriations
Washington, D. C. 20515

RE: Energy and Water Development Subcommittee of the House Committee on Appropriations on Public Works Project fiscal year 1990, Budget - Taylor's Bayou (construction, $5.6 million)

Dear Congressman Bevill:

Works on the Taylor's Bayou Drainage and Flood Control Project has continued to progress for several years and during that period of time a great deal has been accomplished. The citizens and residents of this area are anxiously awaiting the day when we can say that the project has been completed.

Since work has commenced, the outfall channel for the project has been completed, the widening and deepening of the intercoastal water way has been completed and the salt water barrier and seven salt water intrusion gates have been installed. Phase I of the project is almost totally completed. Phase II of the project is well under way and the widening and deepening of Taylor's and Hillebrandt Bayous has commenced under Phase II of the project. It is of vital importance that Phase II of the project be continued and finished as soon as possible in order to tie in the overall project so that flooding of the homes, residential areas and vital farm land will no longer continue.

The Corps of Engineers has informed us that they are proceeding with Phase II and the $4.7 million allocated in the current proposed budget for the continued work on this project is of vital importance to the area.

Jefferson County Drainage District No. 3 is again requesting your support and assistance in having this amount included in the budget for the fiscal year 1990.

Yours very truly,

LeRoy McCall, Jr.
Chairman

LMjr:rtm

Jefferson County

Drainage District No. 6

P.O. Box 20078

6550 Walden Rd. · Beaumont, Texas 77720-0078

Telephone (409) 842-1818

Established in 1920

Sam O. Smith
PRESIDENT
Robert C. Horn
VICE-PRESIDENT - SECRETARY
Joshua W. Allen, Sr.
COMMISSIONER
Patricia A. Henderson
COMMISSIONER
James D. McNicholas
COMMISSIONER

R. E. Platt
GENERAL MANAGER

February 12, 1990

The Honorable Tom Bevill, Chairman
Subcommittee on Energy and Water Development
House Committee on Appropriations
2362 Rayburn House Office Building
Washington, D.C. 20515

Dear Representative Bevill:

Over the past several years the Taylors Bayou Drainage and Flood Control Project has been moving ahead with the acquisition of channel rights of way, the purchase of spoil disposal areas, the coordination of mitigation with environmental agencies, and the widening and deepening of the main drainage channels. These efforts are to provide better drainage and flood relief as well as to enhance the navigability of these waterways.

Phase I became operational in the spring of 1987; and, since then, a reasonable degree of flood relief has been realized by residents and property owners in the area. Phase II is well underway; and with each section completed, additional benefits will be received.

This project would not be possible without federal assistance and the continuing efforts of our own Congressman Jack Brooks. The citizens of this area are indebted to the several Congressional committees that review appropriations each year and have seen fit to continue funding for the Taylors Bayou Project.

The funding level for fiscal year 1991 is $4.7 million. The District supports this request and urges you to approve it.

Additionally, the District also supports the funding request for the Sabine-Neches Waterway (O & M) for $6,282,000.

Your thoughtful consideration and approval of funding for these very important and beneficial projects is requested and appreciated.

Sincerely,

Sam O. Smith
President

SOS/REP/lc

COMMISSIONERS

EUGENE RASHETA
CHAIRMAN

M. J. ADAIR
JULIAN B. COGHILL, JR.
AMIDEE MORGAN
JOE LYDAY

JEFFERSON COUNTY
DRAINAGE DISTRICT NO. 7

T. F. HOGAN, III
MANAGER

4401 NINTH AVENUE
P.O. BOX 3244
PORT ARTHUR, TEXAS 77640
(409) 985-4369

February 26, 1990

The Honorable Tom Bevill, Chairman
Subcommittee on Energy and Water Development
House Committee on Appropriations
2362 Rayburn House Office Building
Washington, D.C. 20515

Re: Appropriations for Construction
Taylors Bayou Project
Jefferson County, Texas

Gentlemen:

The Board of Commissioners of Jefferson County Drainage District No. 7 fully supports the proposed $4,700,000 provided in the budget for fiscal year 1991 for the continued construction of the Taylors Bayou Project.

The Taylor's Bayou Project will greatly benefit drainage to about sixty percent of Jefferson County. The prevention of flood damages to homes, businesses and agricultural properties is a critical necessity today and we strongly endorse the continued construction of this project.

We request the Committee's approval of the $4,700,000 proposed in the 1991 fiscal year budget.

Very truly yours,

Jefferson County Drainage District No. 7

Eugene Rasheta

Eugene Rasheta, Chairman

ER/pae

TAYLORS BAYOU, TEXAS

STATEMENT OF JEFFERSON COUNTY NAVIGATION DISTRICT
OF BEAUMONT, TEXAS, THURSDAY, MARCH 29, 1990
IN SUPPORT OF CONSTRUCTION FUNDS FOR
TAYLORS BAYOU DRAINAGE AND FLOOD CONTROL PROJECT

To The Honorable Tom Bevil, Chairman
Subcommittee on Energy and Water Development
House Committee on Appropriations
Washington, D.C. 20515

Jefferson County Navigation District is one of the sponsors of the Taylors Bayou Drainage and Flood Control Project. It is also responsible for the maintenance and operation of a newly constructed saltwater barrier and drainage gates, this unit also being a part of the Taylors Bayou Drainage and Flood Control Project. In addition to the foregoing, we maintain and operate existing navigation locks and drainage gates, also vital components of the drainage system for the Taylors Bayou watershed.

The Taylors Bayou Project is approximately 56% complete. Except for providing a bridge fender system, work on Phase I is complete. Considerable channel rectification work has been accomplished on Phase II and the realization of this drainage improvement project is much nearer to reality. Therefore, it is important that sufficient funds be provided to continue this urgently needed work before more costly damages are inflicted on the home owners and businesses of our community.

As one of the sponsoring agencies, Jefferson County Navigation District stands ready to meet its commitments to furnish its share of the local assurances required.

The District representing the people and industries of this district, and supported by our Congressman, the Honorable Jack Brooks, respectfully request that 4 million seven hundred thousand dollars be included in the F.Y. 1991 budget, in order that this highly important work can be continued.

Respectfully submitted,

JEFFERSON COUNTY NAVIGATION DISTRICT

By Walter J. Crawford

Walter J. Crawford, Chairman

SABINE-NECHES WATERWAY

(TEXAS)

STATEMENT OF JEFFERSON COUNTY NAVIGATION DISTRICT

OF BEAUMONT, TEXAS, THURSDAY, MARCH 29, 1990

IN SUPPORT OF MAINTENANCE FUNDS FOR

SABINE-NECHES WATERWAY

To The Honorable Tom Bevil, Chairman
Subcommittee on Energy and Water Development
House Committee on Appropriations
Washington, D. C. 20515

The Jefferson County Navigation District of Beaumont, Texas is the local sponsor of the Sabine-Neches Waterway as authorized by Congress.

The Sabine-Neches Waterway is a federally maintained navigation project extending from the Gulf of Mexico, through a jettied entrance at the mouth of Sabine Pass, inland to the deepwater ports of Port Arthur, Beaumont, and Orange, Texas, a total distance of approximately 84 miles. The project includes deep draft channels of the following dimensions; 42 feet deep and 800 feet wide across the Sabine Bank in the Gulf of Mexico; 40 feet deep an a varying width of 800 feet to 500 feet through the jetty channel; a depth of 40 feet and a width of 500 feet from the jetty channel to the Turning Basins at Port Arthur; a 40 foot depth and a 400 foot width from Port Arthur via the Sabine-Neches Canal and the Neches River to the Port of Beaumont; a 30 foot depth and a 200 foot width from mouth of Neches River upstream thru the Sabine River to the Port of Orange.

In addition to the above dry cargo ports, Mobil Oil Corporation, Texaco, Chevron and American Petrofina Company of Texas have located their major refineries along this ship channel. These four refineries have a total rated processing capacity of approximately 1,000,000 barrels of crude oil per day. This is about 11% of the nation's refining capacity. A great majority of this crude oil is imported by tankers through this waterway and the ports and energy related industries along this channel have billions of dollars invested in pipe lines, tanks, wharves, docks and other plant installations.

A recent survey indicates that the principle industries of this area are engaged in a 97 million dollar expansion and modernization program, and other projects are on the drawing board.

In addition to providing crude oil to the local refineries, Sun Marine Terminals also furnishes others with considerable oil. The Department of Energy has invested in excess of 35 million dollars in Sunoco's Neches River facilities, not including the cost of a pipeline to the Hackberry Strategic Reserve Salt Dome oil storage terminal, nor does it include the development of the Big Hill Storage Terminal, the construction of which is nearly complete. The majority of this commodity is foreign imported crude oil and the handling requires the use of many large tankers which further overcrowds this already extensively used ship channel.

All of the foregoing development is largely due to the existence of the Sabine-Neches Waterway, our area's life line to the world for its exports and imports.

This extensive and expanding complex comprises a critical basic energy related industry that is absolutely vital to the nation's economic and energy and defense needs. Their diminution for any reason would have a deleterious effect nationally as well as regionally.

The U.S. Corps of Engineers reported that, in 1988 (the latest tonnage figures available), the Sabine-Neches Waterway Ports of Beaumont, Port Arthur, Sabine Pass and Orange handled more than 57,000,000 tons of dry and liquid cargoes. Shipping of this magnitude necessarily involves the use of a great many vessels which, of course, creates congestion on the waterway. To compound the problem, the present size of the oil tankers, grain vessels and cargo ships using this waterway are such that an even deeper and wider channel is needed at times, hence the importance of maintaining the waterway free of shoals.

Recent studies by the Corps of Engineers and complaints from the shipping industry reflect that there is continuous serious siltation and shoaling in the Gulf entrance channel at Sabine, and continuous extensive shoaling along several reaches of the inland channels. They find that these conditions will rapidly become worse, and, if not corrected, eventually the channel could be closed to deep sea navigation.

Correcting these conditions will decrease chances of collisions and groundings of the many vessels carrying crude oil and refined products. Such occurrences, as stated by the Corps of Engineers in their environmental impact report **"would result in adverse environmental impact and public health hazards"**. Failure to maintain the channel would result in severe adverse economic effects on the project area, the state and even the nation. Effects would include the loss of billions of dollars worth of facilities adjacent to the channel, loss of employment for thousands of people and disruption of the manufacture and transportation of a significant portion of the nation's **"fossil fuel supply"**.

According to the U.S. Corps of Engineers, the 6 million two hundred eighty-two thousand dollars included in the proposed budget for F.Y. 1991 will be utilized for dredging the Entrance Channels, the Port Arthur Turning Basins, and, the Sabine-Neches Canal.

As the sponsoring agency, **Jefferson County Navigation District** stands ready to provide all needed disposal land areas, rights-of way, relocations and confining structures for this project.

The District, representing the above mentioned many ports, refineries, grain elevators and other shippers using this Waterway, supported by our Congressman, the Honorable Jack Brooks, respectfully request your favorable consideration for the inclusion of 6 million two hundred eighty-two thousand dollars in the F.Y. 1991 budget, in order that this badly needed work may be accomplished.

Respectfully submitted,

JEFFERSON COUNTY NAVIGATION DISTRICT

By Walter J. Crawford
Walter J. Crawford, Chairman

March 6, 1990

The Honorable Tom Bevill, Chairman
Subcommittee on Energy and Water Development
House Committee on Appropriations
2362 Rayburn House Office Building
Washington, DC 20515

Dear Congressman Bevill,

Thank you for giving us the opportunity to submit comments about our area.

Much of the District that Congressman Jack Brooks represents is heavily involved in importing and exporting. Port Arthur is one of those cities that reaches right to the Gulf of Mexico and simultaneously is on the Intracoastal Waterway.

The lifeblood of Port Arthur, as well as our greatest hope for economic improvement, is the development and improvement of our navigable waters.

We would urge you to consider the continued funding of the following three projects as economically imperative to our area:-

a.) maintenance dredging of the shipping lanes from Sabine Pass to Port Arthur so we can always guarantee a full 40 feet of depth;

b.) constant maintenance and upkeep of the hurricane protection system surrounding Port Arthur; and

c.) funding for the Taylor's Bayou project so that flooding will be prevented and the encroachment of salt water will be eliminated.

We appreciate the solicitude and concern your Subcommittee has shown to our area in the past. We are confident that, with your continued care of the projects above, our area will gradually pull its way out of the high unemployment we now experience.

Thank you for your interest.

Sincerely,

Dennis A. Huffman
Chairman

4749 TWIN CITY HIGHWAY ◆ PORT ARTHUR, TEXAS 77642 ◆ 409/963-1107

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March 14, 1990

The Honorable Tom Bevill, Chairman
Energy and Water Development Subcommittee
House Committee on Appropriations
Washington, D. C. 20515

RE: WALLISVILLE LAKE, TEXAS PROJECT

Sir,

I strongly support the proposed $402,000.00 of operation and maintenance funds for Wallisville Lake, Texas Project presently included in the FY 1991 Budget. This amount is adequate for this fiscal year for this purpose. I respectfully request that these funds be included in the FY 1991 budget.

In addition, because of the perilous economic situation in the lower reaches of the Trinity River, it is imperative, from my viewpoint, that additional funds be appropriated and instructions be given to the U. S. Corps of Engineers to start construction and complete the Wallisville Lake, Texas Project without delay.

Our agricultural industry is at a virtual standstill. Rice production has been struck such a blow that it's supporting infrastructure is on the verge of collapse. The irrigation systems, farm equipment, parts supply services, grain storage and drying facilities, aerial applicators and the other services that "make the rice farming go" are on the absolute edge of disaster.

The fall in world oil prices has dealt a very severe blow to our local petro-chemical industry which has been an economic mainstay of this area for over half a century. We in Chambers County are facing continued double digit reductions in our ad valorem tax values due to the impact of the lowered price of oil.

Without the Wallisville Lake, Texas Project in being and providing an assured source of not only agricultural irrigation water, but a source of municipal and industrial water for the future, the economic forecast for this area is extremely bleak well into the next century.

Frankly, this Project is the means by which the existing State Appropriated Water Rights to historic users in the lower reaches of the Trinity River are protected from the raids of the large municipalities in and alongside the Trinity River Basin.

Many years ago there was an extremely hard fought battle between the metropolitan areas at the upper and lower ends of the Trinity River and the lower river appropriators which resulted in the lower river appropriators being protected from the inroads of the metropolitan areas then, now and in the future. If Wallisville is not constructed, the counties on the lower end of the Trinity River will be helpless in the face of the onslaught of the political superpowers in this state. I cannot say it any other way, for that is the truth. If Wallisville is not built the trap door is sprung on the gallows and the lower river's economic head is in the noose.

I would respectfully request that you insert the following language in the FY 1991 Appropriations Bill:

> "Wallisville, Texas-The Secretary of the Army, through the Corps of Engineers, is directed to immediately initiate construction of the Wallisville Lake, Texas Project under terms DACW 64067-C-0108, signed in 1967 with the Trinity River Authority, the City of Houston, and the Chambers-Liberty Counties Navigation District."

I am convinced that the current recommended Plan adequately addresses the actual needs of all who have interest in or concerns for the Wallisville Project; and that the yet to be devised mode of operation of the Project is the actual core of concern to be dealt with amongst this group and can be dealt with at the proper time.

I was raised in a Texas, water-oriented family and I state categorically that "he who controls the water in Texas controls Texas' future for the next century". It is an absolute necessity that the lower reaches of the Trinity River, especially the East bank, have their own supply of water, agricultural, industrial and municipal if they are going to survive as a viable economic unit in the 21st century.

I beseech you to see that the Wallisville Lake, Texas Project is funded and constructed. Our community is depending upon this. Please do not condemn us to oblivion.

Yours very truly,

Guy C. Jackson III

GCJ/rjs

SUMMARY OF REQUESTS - FY 1991

UNITED STATES HOUSE OF REPRESENTATIVES

ON BEHALF OF THE TRINITY RIVER OF TEXAS DELEGATION, THE TRINITY IMPROVEMENT ASSOCIATION RECOMMENDS THE SUPPORT OF CONGRESS FOR THE FOLLOWING PROJECTS OF THE CORPS OF ENGINEERS IN CONSIDERING THE ENERGY AND WATER DEVELOPMENT APPROPRIATION BILL FOR FY 1991.

FUNDING REQUESTS:

PROJECT	BUDGET REQUEST
SURVEYS	
FIVE MILE CREEK-DALLAS, TX	$ 135,000
UPPER TRINITY RIVER BASIN, TX	$ 650,000
CONSTRUCTION	
COOPER LAKE, TX	$ 17,400,000
JOE POOL LAKE, TX	$ 600,000
RAY ROBERTS LAKE, TX	$ 4,900,000
OPERATIONS & MAINTENANCE	
BARDWELL LAKE, TX	$ 876,000
BENBROOK LAKE, TX	$ 1,254,000
COOPER LAKE, TX	$ 137,000
DENISON DAM, TX	$ 4,314,000
GRAPEVINE LAKE, TX	$ 1,605,000
JOE POOL LAKE, TX	$ 519,000
LAVON LAKE, TX	$ 1,970,000
LEWISVILLE LAKE, TX	$ 1,903,000
NAVARRO MILLS LAKE, TX	$ 1,052,000
RAY ROBERTS LAKE, TX	$ 535,000
TRINITY RIVER & TRIBUTARIES	$ 20,000
WALLISVILLE LAKE, TX	$ 402,000

ADDITIONAL FUNDING REQUESTS:

WALLISVILLE PROJECT

IT IS REQUESTED THAT FUNDS BE APPROPRIATED FOR WALLISVILLE CONSTRUCTION IN THE AMOUNT OF $6,000,000.

DALLAS FLOODWAY EXTENSION

IT IS REQUESTED THAT FUNDS BE APPROPRIATED FOR RESTUDY OF THE DALLAS FLOODWAY EXTENSION IN THE AMOUNT OF $350,000.

Mr. BEVILL. That is what I like about Jack Brooks. He gets right down to business, and he is very effective, as you know.

I am particularly glad you introduced Nicole, because we want to be sure her name appears in the record. We recognize each of you made a sacrifice to be here, and Congressman Brooks always makes sure your presence is recorded in the record.

Your being here points up the local support. We don't have enough dollars to do all we need to, but we do our best to take care of Congressman Jack Brooks.

Mr. Myers.

Mr. MYERS. As you all who are here know—and some of you have been coming here a long time, almost as long as Jack has but not quite—but you all know how hard he works and, we can add, how persistent he is. But it is always nice to have you here, too, to support him.

That means that the Congressman is doing his job and you are doing your job too. Nicole, how old are you?

Nicole JORDAN. Eight.

Mr. MYERS. Is there anything you would like to tell this committee?

Nicole JORDAN. No.

Mr. MYERS. That is the shortest speech we will have today. It may be the most effective. The committee is always pleased to see young people. The things that Congress does or does not do will affect them a lot longer than it will affect us.

Thank you, too, Mrs. Jordan for bringing your daughter. Many years ago, before I became Congressman, I came to Congress to testify for a needed flood control project. I have not gotten it built yet. That is how effective I am, Jack. I am on this committee and I can't get it. I brought my daughters with me. One had started school, and the other had not. A year later I was in Congress. I never thought I would be in Congress. So watch out. You better watch out, Jack. I know it takes a lot of time and your own money to get here, but the committee does appreciate it and I know Jack does.

Mr. BEVILL. Nicole is eight years old and the minimum age to serve in Congress is 25, so I am sure you would be glad to have her be your successor.

Mr. BROOKS. That would be just fine.

THURSDAY, MARCH 29, 1990.

TRINITY RIVER BASIN PROJECTS

WITNESSES

HON. CHARLES WILSON, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF TEXAS

MARSHALL RICE, TRINITY IMPROVEMENT ASSOCIATION; TRINITY RIVER AUTHORITY

HON. JOHN EVANS, MAYOR PRO TEM, CITY OF DALLAS

JOHN RHEA, PRESIDENT, TRINITY RIVER AUTHORITY

C.J. SMITH, ACTING PUBLIC WORKS DIRECTOR, CITY OF HOUSTON

JEFF WINTER, DIRECTOR, PORT OF LIBERTY

GARY SKAGGS, CHAIRMAN, TRINITY STEERING COMMITTEE, NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
ALEX R. SCHELL III, PRESIDENT, NORTH TEXAS MUNICIPAL WATER DISTRICT
HON. HARRY WHITE, MAYOR PRO TEM, CITY OF IRVING

Mr. BEVILL. Mr. Rice, the Chair recognizes you. You may proceed with the presentation of your witnesses and testimony. Your written statements will be made part of the record. I might mention that as Members of Congress come in we always let them testify and get back to their committees and their work.

So we may have some interruptions. Our friend and colleague Congressman Martin Frost had planned to be here but he is tied up and could not be here. He has submitted a statement that we will include in the record.

He will be talking with us and keeping in touch with us on these projects you are interested in.

Mr. RICE. Thank you, sir.

Mr. Chairman and Members of the committee my name is I. M. Rice from Dallas, Texas with the Trinity Improvement Association. The written testimony announced Mr. Beecherl would speak but I am speaking for him. We have 54 persons including mayors and council members, officers of river authorities and water districts, port commissioners and water utility managers, chambers of commerce, and other service organization officials. I might add that all have traveled to Washington at their own expense with the Trinity Improvement Association serving as coordinator. While the group is diverse geographically, we are united in purpose.

You will hear testimony from our congressional representatives concerning some of our needs. We want now to present specific comments and recommendations on the fiscal year 1991 budget proposals. With regard to the budget for civil works for the Corps of Engineers, it was gratifying to note that the nationwide budget request for $3.3336 billion represents an increase of 7 percent over the comparable figure for fiscal year 1990. Because these projects create the infrastructure on which our quality of life and economic growth depend, we support this budget generally even though project users and beneficiaries are being asked to put up considerably more of the total than in the past.

A summary of projects which we specifically support appears at the beginning of our written testimony. It itemizes the fiscal year 1991 budget request for $38.272 million for 17 projects affecting the Trinity River Basin. This is $22.15 million less than requested for fiscal year 1990 for 20 projects. These reductions reflect that construction is basically complete at Lakes Ray Roberts and Joe Pool, and that the only major construction activity now underway benefiting the Trinity Basin is Cooper Lake on the Sulphur River which will supply water to the city of Irving and the North Texas Municipal Water District. We will have a representative from Irving speak to you in a minute.

I would like to amend the summary request on the first page of our testimony. We submitted an additional funding request for $9.2 million for continued construction of Wallisville Project and $350,000 for the extension of the Dallas floodway. These moneys

are needed and the project will return many dividends in the form of water supply and water quality benefits and flood protection and recreation for our citizens.

Mr. Chairman, I would like to point out for the record that a complete list of our delegation appearing here today, and copies of the testimony to be given by our group, is submitted to the committee. I was in here when Mr. Brooks was here introducing his youngest member. He has us beat by a year. We have Master Chad Byrd with us from the middle Trinity area. I would like to call on a few members of the delegation who will speak to projects of concern to their area.

The first speaker is Mayor Pro Tem Evans from the city of Dallas.

Mr. EVANS. Thank you.

I am John Evans, Mayor Pro Tem from the city of Dallas. May I express my appreciation as well as that of the Dallas City Council for your continued support for water projects affecting the citizens of Dallas and its neighbors.

The fiscal year 1991 budget contains requests for $4.9 million for continuing construction of Ray Roberts Lake, $135,000 for preconstruction engineering and design of the Five Mile Creek Project in Dallas, and $650,000 for continuation of feasibility studies of the upper Trinity River Basin. At that point I would like to say the citizens of Dallas have gone forward in the upper reaches of Five Mile Creek and supported a bond issue for work on the upper Five Mile Creek. We urge your careful consideration and approval of these administration requests for projects that will provide a source of water supply, recreation and flood protection for current as well as future citizens.

We also have one additional funding request. In May and June of 1989, high water in the Trinity River caused severe flooding of the unprotected southern part of Dallas resulting in loss of life and severe property damages. That is where we voted the bond issues to help this process. That is the reason why this amount of money is so seriously needed in our case.

The city of Dallas has formally notified the Corps of Engineers of its intention to participate as the local sponsor of the Dallas Floodway Extension Project. However, this notification did not reach the Corps in time to be included in the fiscal year 1991 budget cycle. Recently, the Corps testified before this committee and expressed a capability for 1991 of $350,000 for reevaluation of this very important project. In order to save a year's time in this life threatening situation, it is requested that additional funds be appropriated for the Dallas Floodway Extension project in the amount of the most recent Corps of Engineers capability.

I should also say for the information of the committee that the City of Dallas had a loss in their southeast area down there in the magnitude of $30 million. That is one of the places we voted to put the levee around. We did not put the levee there just for the city facility. We also bought several homes and churches out of the flood plain.

Thank you for providing this time to testify before the committee. Your support of these urgently need projects is appreciated.

Mr. RICE. The next statement will be made by Ray Stephens, Mayor of the City of Denton.

Mr. STEPHENS. Thank you, Mr. Chairman.

My name is Ray Stephens and I am mayor of the city of Denton, Texas. On behalf of the city council and citizens of Denton, I request that the Administration's fiscal year 1991 budget request for continuing construction of Ray Roberts Lake be accepted and supported by this committee. Denton, along with Dallas, co-sponsor this project and have contracted with the Corps of Engineers for its design and construction to produce a dependable water supply of 76 million gallons per day. This project is necessary to provide water, recreation, and flood protection for the citizens of our community and other north Texas areas along the Trinity.

The fiscal year 1991 request for $4.9 million for Ray Roberts Lake will be used to continue: land acquisition, Lewisville Lake boundary delineation, construction of scheduled recreation facilities, and to initiate development of the diked wetlands. With your approval of this funding, the project can remain on schedule. Any cutbacks could mean a delay in the timely completion of this project which could hamper us greatly in meeting the water and recreational needs of our region. I urge your careful consideration and approval of full funding of the Administration's budget request for this necessary project.

Thank you for the opportunity to address the committee. We look forward to your continued support in these matters.

Mr. RICE. The next speaker will be John Rhea of the Trinity River Authority.

Mr. RHEA. Thank you, Mr. Chairman and Members of the committee. I appreciate your taking time out of your busy schedule to allow us to testify. I am John Rhea of Dallas, Texas. I am a member of the Board of Directors of the Trinity River Authority of Texas representing Dallas County and currently serve as president of the Board of Directors.

TRA supports the fiscal year 1991 funding capabilities for the U.S. Army Corps of Engineers' projects for which we serve as local sponsors.

Joe Pool Lake is a Corps of Engineers' flood control, water supply and recreation project located in southwest Dallas and southeast Tarrant counties. The much anticipated opening of recreation facilities, and the opening of the lake itself, finally occurred on August 18, 1989.

The public's response was unparalleled in the history of lake openings in Texas. Almost 30,000 people paid entrance fees at TRA's two largest parks by the end of August. Thousands more accessed the lake through another small park where entrance fees were not charged. By the end of December, almost 84,000 people had visited our parks where entrance fees are charged.

Aside from the tremendous recreational use of Joe Pool Lake, this most important water project is already returning other dividends. This can be seen best in terms of the flood protection Joe Pool Lake provided last spring, and the initial water supply use ongoing at this very moment.

An additional appropriation of $600,000 for fiscal year 1991 has been recommended for Joe Pool Lake. Most of these funds will be

dedicated to cultural resource mitigation in preparing the historic Penn Farm site as an interpretive center that will allow even further public use. TRA supports this appropriation.

With all the benefits that have already been generated by this project, and those that will accrue in the future, Joe Pool Lake has to be one of the most cost effective investments the Federal Government has ever made. We commend this committee for the role you have played in bringing it to fruition.

Wallisville Saltwater Barrier. We appreciate the support of Jack Brooks for this project. We support the inclusion of this project. After more than a decade and a half of litigation and delay, we realistically expect the Corps of Engineers to physically resume construction of the Wallisville Saltwater Barrier in fiscal year 1990. The Corps has $4 million to spend toward that end in the current year; and we are advised that they have the capability of beneficially spending $6 million in fiscal year 1991. We most earnestly solicit your continuing support for this most beleaguered, but important, project.

Previous funding and language had the desired impact and provided the project with the required direction. Wallisville will primarily function as a saltwater barrier, and provide water supply and recreation benefits. Its strategic importance cannot be emphasized enough.

Mr. RICE. The next speaker will be C.J. Smith, Acting Director of Public Works for the city of Houston.

Mr. SMITH. Thank you. I am C.J. Smith, Acting Director of Public Works for the city of Houston, and I am also testifying on behalf of the Greater Houston Partnership. Additionally, I am currently serving as President of the Association of Metropolitan Water Agencies which represents more than 60 large cities across America.

Houston has completed a comprehensive water master plan which evaluates the regional needs of our area through 2030. We are proud to report that more than adequate water supplies are available for our region during this planning period and the current supply will not only address growth needs but will solve subsidence problems in the national area. Only two specific areas must be addressed—conservation and a salt water barrier at the mouth of the Trinity River which is the city's main source of water supply.

The city of Houston is a local sponsor of the Wallisville project which will provide the needed protection from salt water intrusion at the mouth of the Trinity River. We continue to support the project and encourage this committee to continue its support of this project which is so vital to the water supply for the city of Houston.

Mr. RICE. The next speaker is Jeff Winter from the Port of Liberty.

Mr. WINTER. Good morning. My name is Jeff Winter and I am testifying as a representative of the Port of Liberty.

Liberty is located at river mile 40 near the mouth of the Trinity River. Our community and our region are increasingly dependent on shallow draft barge transportation. The Lower Trinity River is one of our major industrial conduits and the dredging maintenance

funds this committee appropriates has a direct and profound impact on our local economy.

For this reason we are most appreciative for the $1 million to be spent on channel maintenance during fiscal year 1990 and support the proposed inclusion of $20,000 for fiscal year 1991. You can be assured that in the following year, when the need for additional maintenance funds develops, we will be prompt in bringing our requirements to your attention.

Our contingent from the Lower Trinity River includes Anthony M. Santone, Vice President of Transportation for Allied Tube and Conduit. His firm is in the process of acquiring the oil field pipe production facilities of National Pipe and Tube that is located at the Port of Liberty. He asked us to emphasize the vital importance of reliable barge traffic for the inbound transportation of raw materials and the outbound shipments of finished goods. Allied will be a large employer, taxpayer and factor in our economic development.

Another industry, C and M Construction Materials, is also planning to expand their business activity in our area. As soon as this year's dredging is complete, C and M will begin the bulk of shipments of aggregate materials from the Port of Liberty.

In order to accommodate this industrial development and promote further growth, we are taking positive action. The city of Liberty, with the support of the Port Commission, Chambers-Liberty Counties Navigation District and Allied Tube and Conduit, is in the process of acquiring a $500,000 industrial development grant from the state of Texas. With these funds we will build a new docking facility which will expand the port's capabililties.

The port also supports the construction of the Wallisville project. It is unfortunate that the Administration has taken such a hard line opposing this much needed project. Your continued support of an additional $6 million or the amended $9.2 million for fiscal year 1991 is most important.

Thank you for your attention to our request and your past appropriations. This committee plays a very significant role in the well-being of Liberty and we are most appreciative.

Thank you.

Mr. BEVILL. Mr. Rice, our good friend and colleague on the Appropriations Committee, Congressman Wilson is here. I will be glad to recognize you at this time, Charlie. I know you have to get back to your committee work.

Mr. WILSON. I don't like the idea of displacing constituents here.

Mr. BEVILL. They understand. We have already talked about it. Your written statement will be included in the record.

Mr. WILSON. Thank you very much, Mr. Chairman.

Although not in the Second Congressional District, the Joe Pool Lake project, when completed, will assist in easing the flooding of portions of the mid-Trinity Basin. This is a flood control, water supply and recreation project located in southeast Tarrant and southwest Dallas counties. The floodgates were closed and deliberate impoundment was initiated on January 7, 1986. The lake was opened to the public on August 18, 1989. The President's proposal contains $600,000 for restoration of the Penn Farm and anachaeological site located at the east side of the lake and $519,000 for oper-

ation and maintenance. Your support for these amounts would be appreciated.

The proposed budget contains $20,000 for Trinity River and Tributaries for operation and maintenance and I ask that you support this amount as you have in the past.

The only other project that I want to bring to your attention today is the Wallisville Lake Project. It is a saltwater barrier, recreation and water supply project located at the mouth of the Trinity River in Chambers and Liberty counties well known to this committee as the Wallisville Lake Project.

Public Law 101-11 directed that the Corps of Engineers resume construction with the $4 million appropriated. Actual construction is scheduled to begin later this year after the U.S. Fish and Wildlife agency has issued their opinion on two Bald Eagles found in the project area. Some thought they were buzzards but they are indeed Bald Eagles. The Corps assessment indicates the eagles will not be harmed by the construction of the project. In fact, the Corps estimate is that the project could enhance the eagles' lifestyle.

The Corps has indicated a capability of utilizing $9.2 million if it were appropriated. However, no money was included in the President's fiscal year 1991 budget proposal to continue construction. Congressman Brooks has asked your subcommittee to provide $9.2 million. I strongly support Congressman Brook's proposal and urge your subcommittee's full consideration of the $9.2 million for the project, and for including language instructing the Corps through the Secretary of the Army to continue construction.

Mr. BEVILL. Thank you very much.

Mr. Rice, you may move on.

Mr. RICE. We will resume with Mr. Gary Skaggs from the North Central Texas Council of Governments.

Mr. SKAGGS. My name is Gary Skaggs. I am pleased to be here today on behalf of the North Central Texas Council of Governments. As Chairman of the Council of Governments' Trinity Trinity River Corridor Steering Committee, I am representing the cities, counties and special districts who have been cooperating with the Corps of the last few years in pursuit of a common vision for the Trinity River Corridor. We address you today in support of the $650,000 included in the President's fiscal year 1991 budget proposal for the Upper Trinity River Basin Feasibility Study.

The Trinity River Corridor Steering Committee consists of elected officials representing nine cities, three counties and two special districts in the corridor. The interjurisdictional nature of the Trinity River defines our goal and purpose—to work in a cooperative fashion to maintain and improve the quality of life along its banks. I am pleased to report that we have been doing so for several years.

The recently-completed draft Corps' reconnaissance study shows that communities along the Trinity River corridor would suffer more than $4 billion in property damages if a standard project flood occurred today. Fortunately, the reconnaissance study also identifies more than a half dozen viable projects which could lessen these unacceptable flood damages.

The affected local governments have already committed to a more stringent development permit process which will insure that

the existing flooding risk does not worsen. We have already obtained the Texas state legislature's support to provide part of the cost-sharing funds. We are ready with our share. We need your help through federal cost-sharing of the feasibility study, to identify implementable projects which can reduce damage to property and minimize loss of life.

Thank you.

Mr. RICE. Mr. Alex Schell, North Texas Municipal Water District.

Mr. SCHELL. Mr. Chairman and Members of the committee, my name is Alex Schell and I am the President of the Board of Directors of the North Texas Municipal Water District. I have had the opportunity to serve on the board of directors since 1964 as a representative appointed every two years by the city council of the city of Plano, Texas.

Local sponsors of the Cooper project include the North Texas Municipal Water District, the city of Irving and the Sulphur River Municipal Water District. A joint construction contract has been awarded for the construction of a raw water intake structure and other facilities which will allow the local sponsors to utilize water from the project. Total estimated cost of these facilities constructed entirely with local funds will exceed $60 million. The Cooper Lake and Channels project suffered numerous delays because of frivolous environmental claims and litigation filed in the 1970's. The commitment of the local sponsors to put the conservation storage use is an excellent illustration of the inaccuracy of claims leveled against the project. The Corps construction schedule now provides for dam closure in October of 1991. In order to meet that schedule we respectfully request $17.4 million be appropriated for the Cooper Reservoir Project.

The North Municipal Water District and the city of Irving serve an area generally described to include the DFW airport area on the west plus the cities north and northeast of the city of Dallas. It is difficult unless you have been to the Dallas-Ft. Worth area to recognize the magnitude of growth which has occurred during the past few decades. This growth has placed a significant burden on existing water supplies.

Just to illustrate this growth, listen to the explosion of my city, in 1967 we were 3000 people; in 1970, 17,000, in 1980, 72,313 and in 1990, 120,000. We estimate in the year 2000 to be 199,000 plus.

Again we appreciate the concerns of this committee. We recognize the funds appropriated for this and other multi-purpose projects are an investment in the future of America. We hope you will be able to continue to appropriate funds for these needed projects for future generations and uphold the policies as reflected in the Water Supply Act of 1958.

Thank you for your attention and consideration.

Mr. RICE. Our last speaker, Mayor Pro Tem Harry White of Irving, Texas.

Mr. WHITE. Mr. Chairman, I am Harry White, Mayor Pro Tem of the city of Irving. Let me express the appreciation of the mayor and city council of Irving for the committee's continued support of the Cooper Lake Project. The budget request of $17.4 million will allow the Corps of Engineers to proceed in a timely manner with

the construction of the project. As one of the local sponsors of the project, we are anxious to utilize water from Cooper Lake at the earliest time it becomes available. With your continued support we look forward to commencement of impoundment at the lake in the fall of 1991.

Another project that is vital to the citizens in the Dallas/Fort Worth area is the Upper Trinity River Basin feasibility study. Last year we requested and received help from the committee to provide funds for the Corps of Engineers to complete preliminary studies to recommend actions needed to prevent catastrophic flooding in the area covering nine cities, three counties and two special districts.

The fiscal year 1991 budget contains a request for $650,000 to be used through federal cost-sharing for feasibility studies to identify projects that can be achieved to offer flood protection to the affected area.

We urge your favorable consideration of the projects I have just described. We are grateful for the support you have given us in the past. We firmly believe that the Federal Government's continued participation in these water resource projects constitute wise and prudent use of the nation's resources.

Thank you for your kind attention.

Mr. RICE. Mr. Chairman, on behalf of the whole delegation, please accept our appreciation for the excellent job you and your committee has done in these difficult times in sustaining a sound water resource development program that has provided their environmental and economic worth.

Thank you for allowing us to appear. We stand ready to bear our part of the bargain. We ask only that the return on investments to the nation's economy and the soundness of federal participation in Trinity River Basin water resources development be taken into consideration in arriving at your decisions.

As always, it has been a pleasure to appear before you.

[The statements of Hon. Charles Wilson, Hon. Martin Frost, and the various members of Trinity Improvement Association follow:]

March 29, 1990

STATEMENT

By U.S. Representative Charles Wilson, of Texas before the Subcommittee on Energy and Water Development of the House Committee on Appropriations.

Thank you, Mr. Chairman, for the opportunity to testify regarding funding Water Resource Projects in the State of Texas, particularly those in or affecting the Second Congressional District, which I represent.

The Projects which I will cover are located in the Trinity River Basin.

TRINITY RIVER BASIN

Although not in the Second Congressional District, the Joe Pool Lake Project, when completed will assist in easing the flooding in portions of the mid-Trinity Basin. This is a flood control, water supply and recreation project located in southeast Tarrant and southwest Dallas counties. The floodgates were closed and deliberate impoundment was initiated on January 7, 1986. The Lake was opened to the public on August 18, 1989. The President's proposal contains $600,000 for restoration of the Penn Farm and anchaeological site located at the east side of the lake and $519,000 for operation and maintenance. Your support for these amounts would be appreciated.

The proposed budget contains $20,000 for Trinity River and Tributaries for operation and maintenance and I ask that you support this ammount.

The only other project that I want to bring to your attention today is the **Wallisville Lake Project.** It is a saltwater barrier, recreation and water supply project located at the mouth of the Trinity River in Chambers and Liberty counties.

Public Law 101-101 directed that the Corps of Engineers resume construction with the $4 million appropriated. Actual construction is scheduled to begin later this year after the U. S. Fish and Wildlife agency has issued their opinion on two Bald Eagles found in the project area. The Corps of Engineers' assessment indicates the eagles will not be harmed by the construction of the project. In fact, the Corps estimate is that the project could enhance the eagles' lifestyle.

The Corps has indicated a capability of utilizing $9.2 million if it were appropriated. However, no money was included in the President's Fiscal Year 1991 budget proposal to continue construction. Congressman Brooks has asked your Subcommittee to provide $9.2 million. I strongly support Congressman Brooks's proposal and urge your Subcommittee's full consideration of the $9.2 million for the project, and for including language instructing the Corps through the Secretary of the Army to continue construction.

STATEMENT OF THE HONORABLE MARTIN FROST

BEFORE THE HOUSE APPROPRIATIONS SUBCOMMITTEE

ON ENERGY AND WATER

MARCH 29, 1990

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MR. CHAIRMAN, I appreciate this opportunity to again come before your subcommittee and testify in support of projects important to my Congressional District. For several years now, you've been most kind and generous in allowing me to present testimony, and I deeply appreciate it.

First, let me express my support for the request of $650,000 for the first year of a five-year flood control feasibility study on the Upper Trinity River in the Dallas-Ft. Worth metropolitan area. The heavy rains and severe flooding which hit North Texas last spring underscored the fact that a number of areas are unprotected from rising floodwaters. This study will examine potential projects that could help alleviate the problems caused by flooding and provide better protection for homeowners and businesses throughout the region.

Next, I would like to comment on the funding requests for Joe Pool Lake. Joe Pool Lake is a Corps of Engineers' flood control, water supply and recreation project located largely in my District. The Lake was formally opened to the public on August 18, 1989. This year's request of $519,000 is for operation and maintenance.

One of the first things I did upon entering Congress in 1979 was to appear before this Subcommittee to seek funds for Joe Pool Lake. I have returned each year, accompanied by a large delegation from the North Texas area, asking your support. This subcommittee has been most responsive to our requests and has been generous in its support. For that, we are most grateful.

With construction completed, Joe Pool Lake will provide drinking water for a number of area cities, and will provide flood control and recreation for all of North Texas. It represents a wise investment of government money, and I hope you can accommodate this year's request.

The budget request also contains $600,000 for restoration of the historic Penn Farm and archaeological site located on the east side of Joe Pool Lake. This is a project that I've taken an active interest in for several years now.

Buildings at the site were originally built by John Wesley Penn during the 1850s. It was maintained as a working farm by the Penn family until its sale to the U.S. Army Corps of Engineers in 1976. This purchase was in anticipation of construction of Joe Pool Lake.

I first became aware of the Penn Farm site and its significance in 1983 when local community leaders expressed their concern to me about vandalism and the deterioration of the Farm's main buildings. I was able to immediately confirm a commitment from the Corps of Engineers to stabilize the site in its current condition, and then requested that the Corps work with the Texas Parks and Wildlife Commission to reach agreement on a plan to restore and maintain the Penn Farm site.

After years of negotiations, the Corps and the Parks and Wildlife Commission last year reached an agreement whereby the Corps will provide reimbursement for up to $870,639 for costs of design and construction for the stabilization, rehabilitation, reconstruction, and restoration of the site.

Once restoration is complete, local community leaders plan to establish the site as a working farm and make it available to universities, school districts, historians and others interested in the early settlement of North Texas. It will serve as a tribute to rural Texas farmers and will be among the most complete nineteenth century farmsteads in the state.

Mr. Chairman, again I thank you for the help you and members of this Subcommittee have provided to us in the past. I urge your careful consideration of our request for FY 1991 and hope you will be able to approve funding for these projects.

SUBCOMMITTEE ON ENERGY

AND WATER DEVELOPMENT

COMMITTEE ON APPROPRIATIONS

U. S. HOUSE OF REPRESENTATIVES

TRINITY IMPROVEMENT ASSOCIATION

MARCH 29, 1990

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SUMMARY OF REQUESTS - FY 1991

UNITED STATES HOUSE OF REPRESENTATIVES

ON BEHALF OF THE TRINITY RIVER OF TEXAS DELEGATION, THE TRINITY IMPROVEMENT ASSOCIATION RECOMMENDS THE SUPPORT OF CONGRESS FOR THE FOLLOWING PROJECTS OF THE CORPS OF ENGINEERS IN CONSIDERING THE ENERGY AND WATER DEVELOPMENT APPROPRIATION BILL FOR FY 1991.

FUNDING REQUESTS:

PROJECT	BUDGET REQUEST
SURVEYS	
FIVE MILE CREEK-DALLAS, TX	$ 135,000
UPPER TRINITY RIVER BASIN, TX	$ 650,000
CONSTRUCTION	
COOPER LAKE, TX	$ 17,400,000
JOE POOL LAKE, TX	$ 600,000
RAY ROBERTS LAKE, TX	$ 4,900,000
OPERATIONS & MAINTENANCE	
BARDWELL LAKE, TX	$ 876,000
BENBROOK LAKE, TX	$ 1,254,000
COOPER LAKE, TX	$ 137,000
DENISON DAM, TX	$ 4,314,000
GRAPEVINE LAKE, TX	$ 1,605,000
JOE POOL LAKE, TX	$ 519,000
LAVON LAKE, TX	$ 1,970,000
LEWISVILLE LAKE, TX	$ 1,903,000
NAVARRO MILLS LAKE, TX	$ 1,052,000
RAY ROBERTS LAKE, TX	$ 535,000
TRINITY RIVER & TRIBUTARIES	$ 20,000
WALLISVILLE LAKE, TX	$ 402,000

ADDITIONAL FUNDING REQUESTS:

WALLISVILLE PROJECT

IT IS REQUESTED THAT FUNDS BE APPROPRIATED FOR WALLISVILLE CONSTRUCTION IN THE AMOUNT OF $6,000,000.

DALLAS FLOODWAY EXTENSION

IT IS REQUESTED THAT FUNDS BE APPROPRIATED FOR RESTUDY OF THE DALLAS FLOODWAY EXTENSION IN THE AMOUNT OF $350,000.

STATEMENT OF THE

TRINITY IMPROVEMENT ASSOCIATION

TO THE

SUBCOMMITTEE ON ENERGY & WATER DEVELOPMENT

COMMITTEE ON APPROPRIATIONS

UNITED STATES HOUSE OF REPRESENTATIVES

MARCH 29, 1990

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

MY NAME IS LOUIS BEECHERL OF DALLAS, TEXAS, AND I AM PRESIDENT OF THE TRINITY IMPROVEMENT ASSOCIATION. I HAVE BEEN ASKED TO SERVE AS SPOKESMAN FOR THIS DELEGATION WHICH REPRESENTS INTERESTS FROM THROUGHOUT THE TRINITY RIVER BASIN AND THE CITY OF HOUSTON WHICH IS OUTSIDE THE BASIN BUT RECEIVES WATER FROM IT. NUMBERING 50 PERSONS, THE DELEGATES INCLUDE MAYORS AND COUNCIL MEMBERS, OFFICERS OF RIVER AUTHORITIES AND WATER DISTRICTS, PORT COMMISSIONERS AND WATER UTILITY MANAGERS, CHAMBERS OF COMMERCE, AND OTHER SERVICE ORGANIZATION OFFICIALS. I MIGHT ADD THAT ALL HAVE TRAVELED TO WASHINGTON AT THEIR OWN EXPENSE, WITH THE TRINITY IMPROVEMENT ASSOCIATION SERVING AS COORDINATOR. WHILE THE GROUP IS DIVERSE GEOGRAPHICALLY, WE ARE UNITED IN PURPOSE.

YOU HAVE HEARD TESTIMONY FROM OUR CONGRESSIONAL REPRESENTATIVES CONCERNING SOME OF OUR NEEDS. WE WANT NOW TO PRESENT SPECIFIC COMMENTS AND RECOMMENDATIONS ON THE FY 1991 BUDGET PROPOSALS. WITH REGARD TO THE BUDGET FOR CIVIL WORKS FOR THE CORPS OF ENGINEERS, IT WAS GRATIFYING TO NOTE THAT THE NATIONWIDE BUDGET REQUEST FOR $3,333,600,000 REPRESENTS AN INCREASE OF 7% OVER THE COMPARABLE FIGURE FOR FY 1990. BECAUSE THESE PROJECTS CREATE THE INFRASTRUCTURE ON WHICH OUR QUALITY OF LIFE AND ECONOMIC GROWTH DEPEND, WE SUPPORT THIS BUDGET GENERALLY EVEN THOUGH

PROJECT USERS AND BENEFICIARIES ARE BEING ASKED TO PUT UP CONSIDERABLY MORE OF THE TOTAL THAN IN THE PAST.

A SUMMARY OF PROJECTS WHICH WE SPECIFICALLY SUPPORT APPEARS AT THE BEGINNING OF OUR WRITTEN TESTIMONY. IT ITEMIZES THE FY 1991 BUDGET REQUEST FOR $38,272,000 FOR 17 PROJECTS AFFECTING THE TRINITY RIVER BASIN. THIS IS $22,150,000 LESS THAN REQUESTED FOR FY 1990 FOR 20 PROJECTS. THESE REDUCTIONS REFLECT THAT CONSTRUCTION IS BASICALLY COMPLETE AT LAKES RAY ROBERTS AND JOE POOL, AND THAT THE ONLY MAJOR CONSTRUCTION ACTIVITY NOW UNDERWAY BENEFITTING THE TRINITY BASIN IS COOPER LAKE ON THE SULPHUR RIVER WHICH WILL SUPPLY WATER TO THE CITY OF THE IRVING AND THE NORTH TEXAS MUNICIPAL WATER DISTRICT.

WE ALSO SUBMIT ADDITIONAL FUNDING REQUESTS FOR $6,000,000 FOR CONTINUING CONSTRUCTION OF WALLISVILLE PROJECT AND $350,000 FOR FLOOD CONTROL FEASIBILITY STUDIES OF THE UPPER TRINITY RIVER AND TRIBUTARIES. THESE MONIES ARE NEEDED AND THE PROJECTS WILL RETURN MANY DIVIDENDS IN THE FORM OF WATER SUPPLY AND WATER QUALITY BENEFITS, FLOOD PROTECTION, AND RECREATION FOR OUR CITIZENS.

FINALLY, MR. CHAIRMAN, I WISH TO POINT OUT FOR THE RECORD THAT A COMPLETE LIST OF OUR DELEGATION APPEARING HERE TODAY, AND COPIES OF THE TESTIMONY TO BE GIVEN BY OUR GROUP, IS SUBMITTED TO THE COMMITTEE.

WITH THESE REMARKS, I WOULD LIKE TO CALL ON A FEW MEMBERS OF THE DELEGATION WHO WILL SPEAK BRIEFLY ON PROJECTS OF SPECIFIC CONCERN TO THEIR AREAS.

THE FIRST SPEAKER WILL BE THE HONORABLE JOHN EVANS, MAYOR PRO TEM, CITY OF DALLAS.

(MAYOR PRO TEM EVANS MAKES HIS STATEMENT)

THE NEXT STATEMENT WILL BE BY THE HONORABLE RAY STEPHENS, MAYOR, CITY OF DENTON.

(MAYOR STEPHENS MAKES HIS STATEMENT)

NEXT WILL BE MR. JOHN RHEA, PRESIDENT, TRINITY RIVER AUTHORITY OF TEXAS.

(MR. RHEA MAKES HIS STATEMENT)

THE NEXT SPEAKER WILL BE MR. C. J. SMITH, ACTING PUBLIC WORKS DIRECTOR, CITY OF HOUSTON.

(MR. SMITH MAKES HIS STATEMENT)

NEXT WILL BE MR. JEFF WINTER, DIRECTOR, PORT OF LIBERTY.

(MR. WINTER MAKES HIS STATEMENT)

THE NEXT SPEAKER WILL BE MR. GARY SKAGGS, CHAIRMAN, STEERING COMMITTEE, NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS.

(MR. SKAGGS MAKES HIS STATEMENT)

NEXT WILL BE MR. ALEX SCHELL, PRESIDENT, NORTH TEXAS MUNICIPAL WATER DISTRICT.

(MR. SCHELL MAKES HIS STATEMENT)

THE NEXT SPEAKER WILL BE THE HONORABLE HARRY WHITE, MAYOR PRO TEM, CITY OF IRVING.

(MAYOR PRO TEM WHITE MAKES HIS STATEMENT)

MR. CHAIRMAN, ON BEHALF OF THE WHOLE DELEGATION, PLEASE ACCEPT OUR APPRECIATION FOR THE EXCELLENT JOB YOU AND YOUR COMMITTEE HAVE DONE, IN THESE DIFFICULT TIMES, IN SUSTAINING SOUND WATER RESOURCE DEVELOPMENT PROGRAMS THAT HAVE PROVED THEIR ENVIRONMENTAL AND ECONOMIC WORTH. THANK YOU FOR ALLOWING US TO APPEAR BEFORE THIS COMMITTEE. AS WE STATED LAST YEAR, WE STAND READY TO BEAR OUR PART OF THE BURDEN. WE ASK ONLY THAT THE RETURN ON INVESTMENTS TO THE NATION'S ECONOMY AND THE SOUNDNESS OF FEDERAL PARTICIPATION IN TRINITY RIVER BASIN WATER RESOURCES DEVELOPMENT BE TAKEN INTO CONSIDERATION IN ARRIVING AT YOUR DECISIONS.

AS ALWAYS, IT HAS BEEN A PLEASURE TO APPEAR BEFORE YOU.

STATEMENT OF THE

CITY OF DALLAS

TO THE

SUBCOMMITTEE ON ENERGY & WATER DEVELOPMENT

COMMITTEE ON APPROPRIATIONS

UNITED STATES HOUSE OF REPRESENTATIVES

MARCH 29, 1990

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

MY NAME IS JOHN EVANS AND I AM MAYOR PRO TEM OF THE CITY OF DALLAS, TEXAS. LET ME EXPRESS MY APPRECIATION AS WELL AS THAT OF THE DALLAS CITY COUNCIL FOR YOUR CONTINUED SUPPORT FOR WATER PROJECTS AFFECTING THE CITIZENS OF DALLAS AND ITS NEIGHBORS.

THE FY 1991 BUDGET CONTAINS REQUESTS FOR $4,900,000 FOR CONTINUING CONSTRUCTION OF RAY ROBERTS LAKE, $135,000 FOR PRECONSTRUCTION ENGINEERING AND DESIGN OF THE FIVE MILE CREEK PROJECT IN DALLAS, AND $650,000 FOR CONTINUATION OF FEASIBILITY STUDIES OF THE UPPER TRINITY RIVER BASIN. WE URGE YOUR CAREFUL CONSIDERATION AND APPROVAL OF THESE ADMINISTRATION REQUESTS FOR PROJECTS THAT WILL PROVIDE A SOURCE OF WATER SUPPLY, RECREATION AND FLOOD PROTECTION FOR CURRENT AS WELL AS FUTURE CITIZENS.

WE ALSO HAVE ONE ADDITIONAL FUNDING REQUEST. IN MAY AND JUNE OF 1989, HIGH WATER IN THE TRINITY RIVER CAUSED SEVERE FLOODING OF THE UNPROTECTED SOUTHERN PART OF DALLAS RESULTING IN LOSS OF LIFE AND SEVERE PROPERTY DAMAGES. THE CITY OF DALLAS HAS FORMALLY NOTIFIED THE CORPS OF ENGINEERS OF ITS INTENTION TO PARTICIPATE AS THE LOCAL SPONSOR OF THE DALLAS FLOODWAY EXTENSION PROJECT. HOWEVER, THIS NOTIFICATION DID

NOT REACH THE CORPS IN TIME TO BE INCLUDED IN THE FY 1991 BUDGET CYCLE. RECENTLY, THE CORPS TESTIFIED BEFORE THIS COMMITTEE AND EXPRESSED A CAPABILITY FOR 1991 OF $350,000 FOR REEVALUATION OF THIS VERY IMPORTANT PROJECT. IN ORDER TO SAVE A YEAR'S TIME IN THIS LIFE THREATENING SITUATION, IT IS REQUESTED THAT ADDITIONAL FUNDS BE APPROPRIATED FOR THE DALLAS FLOODWAY EXTENSION PROJECT IN THE AMOUNT OF THE MOST RECENT CORPS OF ENGINEERS CAPABILITY.

THANK YOU FOR PROVIDING THIS TIME TO TESTIFY BEFORE THE COMMITTEE. YOUR SUPPORT OF THESE URGENTLY NEEDED PROJECTS IS APPRECIATED.

STATEMENT OF THE

CITY OF DENTON

TO THE

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

COMMITTEE ON APPROPRIATIONS

UNITED STATES HOUSE OF REPRESENTATIVES

MARCH 29, 1990

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

MY NAME IS RAY STEPHENS AND I AM MAYOR OF THE CITY OF DENTON, TEXAS. ON BEHALF OF THE CITY COUNCIL AND CITIZENS OF DENTON, I REQUEST THAT THE ADMINISTRATION'S FY 1991 BUDGET REQUEST FOR CONTINUING CONSTRUCTION OF RAY ROBERTS LAKE BE ACCEPTED AND SUPPORTED BY THIS COMMITTEE. DENTON, ALONG WITH DALLAS, CO-SPONSOR THIS PROJECT AND HAVE CONTRACTED WITH THE CORPS OF ENGINEERS FOR ITS DESIGN AND CONSTRUCTION TO PRODUCE A DEPENDABLE WATER SUPPLY OF 76 MILLION GALLONS PER DAY. THIS PROJECT IS NECESSARY TO PROVIDE WATER, RECREATION, AND FLOOD PROTECTION FOR THE CITIZENS OF OUR CITIES.

THE FY 1991 REQUEST FOR $4,900,000 FOR RAY ROBERTS LAKE WILL BE USED TO CONTINUE: LAND ACQUISITION, LEWISVILLE LAKE BOUNDARY DELINEATION, CONSTRUCTION OF SCHEDULED RECREATION FACILITIES, AND TO INITIATE DEVELOPMENT OF THE DIKED WETLANDS. WITH YOUR APPROVAL OF THIS FUNDING, THE PROJECT CAN REMAIN ON SCHEDULE. ANY CUTBACKS COULD MEAN A DELAY IN THE TIMELY COMPLETION OF THIS PROJECT WHICH COULD HAMPER US GREATLY IN MEETING THE WATER AND RECREATIONAL NEEDS OF OUR REGION. I URGE YOUR CAREFUL CONSIDERATION AND APPROVAL OF FULL FUNDING OF THE ADMINISTRATION'S BUDGET REQUEST FOR THIS NECESSARY PROJECT.

THANK YOU FOR THE OPPORTUNITY TO TESTIFY BEFORE THIS COMMITTEE AND WE LOOK FORWARD TO YOUR CONTINUED SUPPORT IN THESE IMPORTANT MATTERS.

STATEMENT OF THE

TRINITY RIVER AUTHORITY OF TEXAS

TO THE

SUBCOMMITTEE ON ENERGY & WATER DEVELOPMENT

COMMITTEE ON APPROPRIATIONS

UNITED STATES HOUSE OF REPRESENTATIVES

MARCH 29, 1990

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

I AM JOHN RHEA OF DALLAS, TEXAS. I AM A MEMBER OF THE BOARD OF DIRECTORS OF THE TRINITY RIVER AUTHORITY OF TEXAS REPRESENTING DALLAS COUNTY AND CURRENTLY SERVE AS PRESIDENT OF THE BOARD OF DIRECTORS.

TRA SUPPORTS THE FY 1991 FUNDING CAPABILITIES FOR THE U. S. ARMY CORPS OF ENGINEERS' PROJECTS FOR WHICH WE SERVE AS LOCAL SPONSORS.

JOE POOL LAKE

JOE POOL LAKE IS A CORPS OF ENGINEERS' FLOOD CONTROL, WATER SUPPLY AND RECREATION PROJECT LOCATED IN SOUTHWEST DALLAS AND SOUTHEAST TARRANT COUNTIES. THE MUCH ANTICIPATED OPENING OF RECREATION FACILITIES, AND THE OPENING OF THE LAKE ITSELF, FINALLY OCCURRED ON AUGUST 18, 1989.

THE PUBLIC'S RESPONSE WAS UNPARALLELED IN THE HISTORY OF LAKE OPENINGS IN TEXAS. ALMOST 30,000 PEOPLE PAID ENTRANCE FEES AT TRA'S TWO LARGEST PARKS BY THE END OF AUGUST. THOUSANDS MORE ACCESSED THE LAKE THROUGH ANOTHER SMALL PARK WHERE ENTRANCE FEES WERE NOT CHARGED. BY THE END OF DECEMBER, ALMOST 84,000 PEOPLE HAD VISITED OUR PARKS WHERE ENTRANCE FEES ARE CHARGED.

ASIDE FROM THE TREMENDOUS RECREATIONAL USE OF JOE POOL LAKE, THIS MOST IMPORTANT WATER PROJECT IS ALREADY RETURNING OTHER DIVIDENDS. THIS CAN BE SEEN BEST IN TERMS OF THE FLOOD PROTECTION JOE POOL LAKE PROVIDED LAST SPRING, AND THE INITIAL WATER SUPPLY USE ON GOING AT THIS VERY MOMENT.

AN ADDITIONAL APPROPRIATION OF $600,000 FOR FY 1991 HAS BEEN RECOMMENDED FOR LAKE JOE POOL. MOST OF THESE FUNDS WILL BE DEDICATED TO CULTURAL RESOURCE MITIGATION IN PREPARING THE HISTORIC PENN FARM SITE AS AN INTERPRETIVE CENTER THAT WILL ALLOW EVEN FURTHER PUBLIC USE. TRA SUPPORTS THIS APPROPRIATION.

WITH ALL THE BENEFITS THAT HAVE ALREADY BEEN GENERATED BY THIS PROJECT, AND THOSE WILL ACCRUE IN THE FUTURE, JOE POOL LAKE HAS TO BE ONE OF THE MOST COST EFFECTIVE INVESTMENTS THE FEDERAL GOVERNMENT HAS EVER MADE. WE COMMEND THIS COMMITTEE FOR THE ROLE YOU HAVE PLAYED IN BRINGING IT TO FRUITION.

WALLISVILLE SALTWATER BARRIER

AFTER MORE THAN A DECADE AND A HALF OF LITIGATION AND DELAY, WE REALISTICALLY EXPECT THE CORPS OF ENGINEERS TO PHYSICALLY RESUME CONSTRUCTION ON THE WALLISVILLE SALTWATER BARRIER IN FY 1990. THE CORPS HAS $4 MILLION TO SPEND TOWARD THAT END IN THE CURRENT YEAR; AND WE ARE ADVISED THEY HAVE THE CAPABILITY OF BENEFICIALLY SPENDING $6 MILLION IN FY 1991. WE MOST EARNESTLY SOLICIT YOUR CONTINUING SUPPORT FOR THIS MOST BELEAGUERED, BUT IMPORTANT, PROJECT.

PREVIOUS FUNDING AND LANGUAGE HAD THE DESIRED IMPACT AND PROVIDED THE PROJECT WITH THE REQUIRED DIRECTION. WALLISVILLE WILL PRIMARILY FUNCTION AS A SALTWATER BARRIER, AND PROVIDE WATER SUPPLY AND RECREATION BENEFITS. ITS STRATEGIC IMPORTANCE CANNOT BE EMPHASIZED ENOUGH.

UPPER TRINITY RIVER BASIN

A COALITION OF NINE CITIES,THREE COUNTIES AND TWO POLITICAL SUBDIVISIONS (INCLUDING TRA) HAVE JOINED WITH THE CORPS OF ENGINEERS TO STUDY AND, HOPEFULLY, MINIMIZE FLOODING PROBLEMS ALONG THE WEST AND ELM FORKS OF THE UPPER TRINITY RIVER. A TOTAL OF $650,000 HAS BEEN RECOMMENDED TO PAY FOR THE FEDERAL GOVERNMENT'S SHARE OF THE STUDY COSTS IN FY 1991. THE SPONSORS WILL MATCH THIS AMOUNT AS THEIR CONTRIBUTION TOWARD THE STUDY FOR THE YEAR. FLOODING IN THIS HIGHLY DEVELOPED PORTION OF THE TRINITY RIVER BASIN BECOMES A LARGER PROBLEM EVERY YEAR, AND WE ENCOURAGE THIS COMMITTEE'S SUPPORT FOR THIS APPROPRIATION AND THE STUDY IT WILL FUND.

OPERATION AND MAINTENANCE

THE CORPS OF ENGINEERS HAS REQUESTED, AND TRA SUPPORTS, APPROPRIATIONS FOR OPERATION AND MAINTENANCE FUNDS IN THE FOLLOWING AMOUNTS FOR THE PROJECTS WE SUPPORT AS LOCAL SPONSOR:

PROJECT	1991 AMOUNT
BARDWELL LAKE	$ 876,000
JOE POOL LAKE	519,000
NAVARRO MILLS LAKE	1,052,000
TRINITY RIVER AND TRIBUTARIES	20,000

CONCLUSION

THANK YOU AGAIN FOR YOUR SUPPORT AND VISION. YOUR EFFORTS CONTINUE TO MAKE THE TRINITY RIVER BASIN A BETTER PLACE TO LIVE.

STATEMENT OF THE

CITY OF HOUSTON

TO THE

SUBCOMMITTEE ON ENERGY & WATER DEVELOPMENT

COMMITTEE ON APPROPRIATIONS

UNITED STATES HOUSE OF REPRESENTATIVES

MARCH 29, 1990

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

I AM C. J. SMITH, ACTING DIRECTOR OF PUBLIC WORKS FOR THE CITY OF HOUSTON, AND I AM ALSO TESTIFYING ON BEHALF OF THE GREATER HOUSTON PARTNERSHIP. ADDITIONALLY, I AM CURRENTLY SERVING AS PRESIDENT OF THE ASSOCIATION OF METROPOLITAN WATER AGENCIES WHICH REPRESENTS MORE THAN SIXTY LARGE CITIES ACROSS AMERICA.

HOUSTON HAS COMPLETED A COMPREHENSIVE WATER MATER PLAN WHICH EVALUATES THE REGIONAL NEEDS OF OUR AREA THROUGH 2030. WE ARE PROUD TO REPORT THAT MORE THAN ADEQUATE WATER SUPPLIES ARE AVAILABLE FOR OUR REGION DURING THIS PLANNING PERIOD AND THE CURRENT SUPPLY WILL NOT ONLY ADDRESS GROWTH NEEDS BUT WILL SOLVE SUBSIDENCE PROBLEMS IN THE REGIONAL AREA. ONLY TWO SPECIFIC AREAS MUST BE ADDRESS - <u>CONSERVATION</u> AND A <u>SALT WATER BARRIER</u> AT THE MOUTH OF THE TRINITY RIVER WHICH IS THE CITY'S MAIN SOURCE OF WATER SUPPLY.

THE CITY OF HOUSTON IS A LOCAL SPONSOR OF THE WALLISVILLE PROJECT WHICH WILL PROVIDE THE NEEDED PROTECTION FROM SALT WATER INTRUSION AT THE MOUTH OF THE TRINITY RIVER. WE CONTINUE TO SUPPORT THE PROJECT

AND ENCOURAGE THIS COMMITTEE TO CONTINUE ITS SUPPORT OF THIS PROJECT WHICH IS SO VITAL TO THE WATER SUPPLY FOR THE CITY OF HOUSTON.

THANK YOU FOR YOUR CONTINUED SUPPORT.

STATEMENT OF THE

PORT OF LIBERTY

TO THE

SUBCOMMITTEE ON ENERGY & WATER DEVELOPMENT

COMMITTEE ON APPROPRIATIONS

UNITED STATES HOUSE OF REPRESENTATIVES

MARCH 29, 1990

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

MY NAME IS JEFF WINTER, AND I AM TESTIFYING AS A REPRESENTATIVE OF THE PORT OF LIBERTY.

LIBERTY IS LOCATED AT RIVER MILE 40 NEAR THE MOUTH OF THE TRINITY RIVER. OUR COMMUNITY AND OUR REGION ARE INCREASINGLY DEPENDENT ON SHALLOW DRAFT BARGE TRANSPORTATION. THE LOWER TRINITY RIVER IS ONE OF OUR MAJOR INDUSTRIAL CONDUITS AND THE DREDGING MAINTENANCE FUNDS THIS COMMITTEE APPROPRIATES HAS A DIRECT AND PROFOUND IMPACT ON OUR LOCAL ECONOMY.

FOR THIS REASON WE ARE MOST APPRECIATIVE FOR THE $1,000,000 TO BE SPENT ON CHANNEL MAINTENANCE DURING FY 1990 AND SUPPORT THE PROPOSED INCLUSION OF $20,000 FOR FY 1991. YOU CAN BE ASSURED THAT IN THE FOLLOWING YEAR, WHEN THE NEED FOR ADDITIONAL MAINTENANCE FUNDS DEVELOPS, WE WILL BE PROMPT IN BRINGING OUR REQUIREMENTS TO YOUR ATTENTION.

OUR CONTINGENT FROM THE LOWER TRINITY RIVER INCLUDES ANTHONY M SANTONE, VICE PRESIDENT OF TRANSPORTATION FOR ALLIED TUBE AND CONDUIT. HIS FIRM IS IN THE PROCESS OF ACQUIRING THE OIL FIELD PIPE PRODUCTION FACILITIES OF NATIONAL PIPE AND TUBE THAT IS LOCATED AT THE PORT OF

LIBERTY. HE ASKED US TO EMPHASIZE THE VITAL IMPORTANCE OF RELIABLE BARGE TRAFFIC FOR THE INBOUND TRANSPORTATION OF RAW MATERIALS AND THE OUTBOUND SHIPMENTS OF FINISHED GOODS. ALLIED WILL BE A LARGE EMPLOYER, TAXPAYER AND FACTOR IN OUR ECONOMIC DEVELOPMENT.

ANOTHER INDUSTRY, C AND M CONSTRUCTION MATERIALS, IS ALSO PLANNING TO EXPAND THEIR BUSINESS ACTIVITY IN OUR AREA. AS SOON AS THIS YEAR'S DREDGING IS COMPLETE, C AND M WILL BEGIN THE BULK OF SHIPMENT OF AGGREGATE MATERIALS FROM THE PORT OF LIBERTY.

IN ORDER TO ACCOMMODATE THIS INDUSTRIAL DEVELOPMENT AND PROMOTE FURTHER GROWTH, WE ARE TAKING POSITIVE ACTION. THE CITY OF LIBERTY, WITH THE SUPPORT OF THE PORT COMMISSION, CHAMBERS-LIBERTY COUNTIES NAVIGATION DISTRICT AND ALLIED TUBE AND CONDUIT, IS IN THE PROCESS OF ACQUIRING A $500,000 INDUSTRIAL DEVELOPMENT GRANT FROM THE STATE OF TEXAS. WITH THESE FUNDS WE WILL BUILD A NEW DOCKING FACILITY WHICH WILL EXPAND THE PORT'S CAPABILITIES.

THE PORT ALSO SUPPORTS THE CONSTRUCTION OF THE WALLISVILLE PROJECT. IT IS UNFORTUNATE THAT THE ADMINISTRATION HAS TAKEN SUCH A HARD LINE OPPOSING THIS MUCH NEEDED PROJECT. YOUR CONTINUED SUPPORT OF AN ADDITIONAL $6 MILLION FOR FY 1991 IS MOST IMPORTANT.

THANK YOU FOR YOUR ATTENTION TO OUR REQUEST AND YOUR PAST APPROPRIATIONS. THIS COMMITTEE PLAYS A VERY SIGNIFICANT ROLE IN THE WELL-BEING OF LIBERTY AND WE ARE MOST APPRECIATIVE.

THANK YOU.

STATEMENT OF THE

NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

TO THE

SUBCOMMITTEE ON ENERGY & WATER DEVELOPMENT

COMMITTEE ON APPROPRIATIONS

UNITED STATES HOUSE OF REPRESENTATIVES

MARCH 29, 1990

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

MY NAME IS GARY SKAGGS. I AM PLEASED TO BE HERE TODAY ON BEHALF OF THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS. AS CHAIRMAN OF THE COUNCIL OF GOVERNMENTS' TRINITY RIVER CORRIDOR STEERING COMMITTEE, I AM REPRESENTING THE CITIES, COUNTIES AND SPECIAL DISTRICTS WHO HAVE BEEN COOPERATING WITH THE CORPS OF THE LAST FEW YEARS IN PURSUIT OF A COMMON VISION FOR THE TRINITY RIVER CORRIDOR. WE ADDRESS YOU TODAY IN SUPPORT OF THE $650,000 INCLUDED IN THE PRESIDENT'S FY 1991 BUDGET PROPOSAL FOR THE UPPER TRINITY RIVER BASIN FEASIBILITY STUDY.

THE TRINITY RIVER CORRIDOR STEERING COMMITTEE CONSISTS OF ELECTED OFFICIALS REPRESENTING NINE CITIES, THREE COUNTIES AND TWO SPECIAL DISTRICTS IN THE CORRIDOR. THE INTERJURISDICTIONAL NATURE OF THE TRINITY RIVER DEFINES OUR GOAL AND PURPOSE - TO WORK IN A COOPERATIVE FASHION TO MAINTAIN AND IMPROVE THE QUALITY OF LIFE ALONG ITS BANKS. I AM PLEASED TO REPORT THAT WE HAVE BEEN DONG SO FOR SEVERAL YEARS.

THE RECENTLY-COMPLETED DRAFT CORPS' RECONNAISSANCE STUDY SHOWS THAT COMMUNITIES ALONG THE TRINITY RIVER CORRIDOR WOULD SUFFER MORE THAN $4 BILLION IN PROPERTY DAMAGES IF A STANDARD PROJECT FLOOD OCCURRED

TODAY. FORTUNATELY, THE RECONNAISSANCE STUDY ALSO IDENTIFIES MORE THAN A HALF DOZEN VIABLE PROJECTS WHICH COULD LESSEN THESE UNACCEPTABLE FLOOD DAMAGES.

THE AFFECTED LOCAL GOVERNMENTS HAVE ALREADY COMMITTED TO A MORE STRINGENT DEVELOPMENT-PERMIT PROCESS WHICH WILL INSURE THAT THE EXISTING FLOODING RISK DOES NOT WORSEN. WE HAVE ALREADY OBTAINED THE TEXAS STATE LEGISLATURE'S SUPPORT TO PROVIDE PART OF THE COST-SHARING FUNDS. WE ARE READY WITH OUR SHARE. WE NEED YOUR HELP, THROUGH FEDERAL COST-SHARING OF THIS FEASIBILITY STUDY, TO IDENTIFY IMPLEMENTABLE PROJECTS WHICH CAN REDUCE DAMAGE TO PROPERTY AND MINIMIZE LOSS OF LIFE.

THANK YOU.

STATEMENT OF THE

NORTH TEXAS MUNICIPAL WATER DISTRICT

TO THE

SUBCOMMITTEE ON ENERGY & WATER DEVELOPMENT

COMMITTEE ON APPROPRIATIONS

UNITED STATES HOUSE OF REPRESENTATIVES

MARCH 29, 1990

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

MY NAME IS ALEX R. SCHELL, III, AND I AM THE PRESIDENT OF THE BOARD OF DIRECTORS OF THE NORTH TEXAS MUNICIPAL WATER DISTRICT. I HAVE HAD THE OPPORTUNITY TO SERVE ON THE BOARD OF DIRECTORS SINCE 1964 AS A REPRESENTATIVE APPOINTED EVERY TWO YEARS BY THE CITY COUNCIL OF THE CITY OF PLANO, TEXAS.

LOCAL SPONSORS OF THE COOPER PROJECT INCLUDE THE NORTH TEXAS MUNICIPAL WATER DISTRICT THE CITY OF IRVING AND THE SULPHUR RIVER MUNICIPAL WATER DISTRICT. A JOINT CONSTRUCTION CONTRACT HAS BEEN AWARDED FOR THE CONSTRUCTION OF A RAW WATER INTAKE STRUCTURE AND OTHER FACILITIES WHICH WILL ALLOW THE LOCAL SPONSORS TO UTILIZE WATER FROM THE PROJECT. TOTAL ESTIMATED COST OF THESE FACILITIES CONSTRUCTED ENTIRELY WITH LOCAL FUNDS WILL EXCEED SIXTY MILLION DOLLARS. THE COOPER LAKE AND CHANNELS PROJECT SUFFERED NUMEROUS DELAYS BECAUSE OF FRIVOLOUS ENVIRONMENTAL CLAIMS AND LITIGATION FILED IN THE 1970'S. THE COMMITMENT OF THE LOCAL SPONSORS TO PUT THE CONSERVATION STORAGE TO USE IS AN EXCELLENT ILLUSTRATION OF THE INACCURACY OF CLAIMS LEVELED AGAINST THE PROJECT. THE CORPS CONSTRUCTION SCHEDULE NOW PROVIDES FOR DAM CLOSURE IN OCTOBER OF 1991. IN ORDER TO MEET THAT SCHEDULE WE RESPECTFULLY REQUEST $17,400,000 BE APPROPRIATED FOR THE COOPER RESERVOIR PROJECT.

THE NORTH TEXAS MUNICIPAL WATER DISTRICT AND THE CITY OF IRVING SERVE AN AREA GENERALLY DESCRIBED TO INCLUDE THE DFW AIRPORT AREA ON THE WEST PLUS THE CITIES NORTH AND NORTHEAST OF THE CITY OF DALLAS. IT IS DIFFICULT UNLESS YOU HAVE BEEN TO THE DALLAS-FT. WORTH AREA TO RECOGNIZE THE MAGNITUDE OF GROWTH WHICH HAS OCCURRED DURING THE PAST FEW DECADES. THIS GROWTH HAS PLACED A SIGNIFICANT BURDEN ON EXISTING WATER SUPPLIES.

AGAIN, WE APPRECIATE THE CONCERN OF THIS COMMITTEE. WE RECOGNIZE THE FUNDS APPROPRIATED FOR THIS AND OTHER MULTI-PURPOSE PROJECTS ARE AN INVESTMENT IN THE FUTURE OF AMERICA. WE HOPE YOU WILL BE ABLE TO CONTINUE TO APPROPRIATE FUNDS FOR THESE NEEDED PROJECTS FOR FUTURE GENERATIONS AND UPHOLD THE POLICIES AS REFLECTED IN THE WATER SUPPLY ACT OF 1958.

THANK YOU FOR YOUR ATTENTION AND CONSIDERATION.

STATEMENT OF THE

CITY OF IRVING

TO THE

SUBCOMMITTEE ON ENERGY & WATER DEVELOPMENT

COMMITTEE ON APPROPRIATIONS

UNITED STATES HOUSE OF REPRESENTATIVES

MARCH 29, 1990

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

MY NAME IS HARRY WHITE, JR., AND I AM MAYOR PRO TEM OF THE CITY OF IRVING, TEXAS. LET ME EXPRESS THE APPRECIATION OF THE MAYOR AND CITY COUNCIL OF IRVING FOR THE COMMITTEE'S CONTINUED SUPPORT OF THE COOPER LAKE PROJECT. THE BUDGET REQUEST OF $17,400,000 WILL ALLOW THE CORPS OF ENGINEERS TO PROCEED IN A TIMELY MANNER WITH THE CONSTRUCTION OF THE PROJECT. AS ONE OF THE LOCAL SPONSORS OF THE PROJECT, WE ARE ANXIOUS TO UTILIZE WATER FROM COOPER LAKE AT THE EARLIEST TIME IT BECOMES AVAILABLE. WITH YOUR CONTINUED SUPPORT WE LOOK FORWARD TO COMMENCEMENT OF IMPOUNDMENT AT THE LAKE IN THE FALL OF 1991.

ANOTHER PROJECT THAT IS VITAL TO THE CITIZENS IN THE DALLAS/FORT WORTH AREA IS THE UPPER TRINITY RIVER BASIN FEASIBILITY STUDY. LAST YEAR, WE REQUESTED AND RECEIVED HELP FROM THE COMMITTEE TO PROVIDE FUNDS FOR THE CORPS OF ENGINEERS TO COMPLETE PRELIMINARY STUDIES TO RECOMMEND ACTIONS NEEDED TO PREVENT CATASTROPHIC FLOODING IN THE AREA COVERING NINE CITIES, THREE COUNTIES AND TWO SPECIAL DISTRICT.

THE FY 1991 BUDGET CONTAINS A REQUEST FOR $650,000 TO BE USED THROUGH FEDERAL COST-SHARING FOR FEASIBILITY STUDIES TO IDENTIFY PROJECTS THAT CAN BE ACHIEVED TO OFFER FLOOD PROTECTION TO THE AFFECTED AREA.

WE URGE YOUR FAVORABLE CONSIDERATION OF THE PROJECTS I HAVE JUST DESCRIBED. WE ARE GRATEFUL FOR THE SUPPORT YOU HAVE GIVEN US IN THE PAST. WE FIRMLY BELIEVE THAT THE FEDERAL GOVERNMENT'S CONTINUED PARTICIPATION IN THESE WATER RESOURCE PROJECTS CONSTITUTE WISE AND PRUDENT USE OF THE NATION'S RESOURCES.

THANK YOU FOR YOUR KIND ATTENTION.

TRINITY IMPROVEMENT ASSOCIATION
1990 CONGRESSIONAL HEARINGS
DELEGATE NAMES AND ADDRESSES

UPPER TRINITY:

Trinity Improvement Association:

Mr. & Mrs. Louis Beecherl, Jr.
President
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P. O. Box 157826
Irving, TX 75015

Mr. Charles Lively
Executive Vice President
Trinity Improvement Association
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Mr. I. M. Rice
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Irving, TX 75015

Mr. Robert Lee Bruner
Director
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166 West Ridge
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Mr. & Mrs. H. L. Byrd
Director
Trinity Improvement Association
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Huntsville, TX 77340

Ms. Sue Wiese
Office Manager
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Trinity River Authority of Texas:

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President
Trinity River Authority
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Mr. Blake Gillen
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Mr. Maurice Locke
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Mr. J. Sam Scott
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Mr. Warren Brewer
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Mr. Grady Manis
Southern Region Manager
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Joe Pool Lake Planning Council:

Mr. Greg Patton
President
Joe Pool Lake Planning Council
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North Texas Municipal Water District:

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President, Board of Directors
North Texas Municipal Water District
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Wylie, TX 75098

Mr. Carl Riehn
Executive Director
North Texas Municipal Water District
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25-810 O - 90 - 37

Tarrant County Water Control & Improvement District No. 1:

Mr. Charles Geren
Director
Tarrant County WC&ID No. 1
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Fort Worth, TX 76164

Mr. Jim Oliver
General Manger
Tarrant County WC&ID No. 1
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Mr. Alan Thomas
Assistant General Manager
Tarrant County WC&ID No. 1
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Mr. Wayne Owen
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Mr. Michael Williams
Manager, Community Customer Relations
Tarrant County WC&ID No. 1
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North Central Texas Council of Governments:

Mr. Gary Skaggs
Chairman, Steering Committee
North Central Texas COG
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Ms. Nancy Pascale
Asst to Dir, Environmental Resources
North Central Texas COG
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City of Cedar Hill:

The Honorable W. S. Permenter
Mayor
City of Cedar Hill
P. O. Box 96
Cedar Hill, TX 75104

The Honorable Turk Cannady
Councilman
City of Cedar Hill
P. O. Box 96
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The Honorable Scott James
Councilman
City of Cedar Hill
P. O. Box 96
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The Honorable Larry Wright
Councilman
City of Cedar Hill
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Mr. Greg Vick
City Manager
City of Cedar Hill
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Mayor Pro Tem
City of Dallas
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Mr. Mike Marcotte
Director, Water Utilities
City of Dallas
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Mayor
City of Denton
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Denton, TX 76201-4116

Mr. Mark Chew
Public Utility Board
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Mr. Dan Dodson
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City of Grand Prairie:

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City of Grand Prairie
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The Honorable Tyson Taylor
Councilman
City of Grand Prairie
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City of Irving:

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Mayor Pro Tem
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Mr. Bob Chapman
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City of Lewisville:

The Honorable Kathy Uhlich
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Cedar Hill Chamber of Commerce:

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Chairman
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Mrs. Sandy Weir
Executive Director
Cedar Hill Chamber of Commerce
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Other Individuals:

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Mr. Richard White
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TU Electric
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MIDDLE TRINITY:

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LOWER TRINITY:

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Department of Public Works
City of Houston
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Houston, TX 77251

City of Liberty:

The Honorable C. Scott Parker
Mayor
City of Liberty
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Liberty, TX 77575

Port of Liberty Commission:

Mr. & Mrs. Art Barkis
Commissioner
Port of Liberty Commission
P. O. Box 3007
Liberty, TX 77575

Mr. John Hebert
Commissioner
Port of Liberty Commission
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Liberty, TX 77575

Mr. Ernie Zieschang
Commissioner
Port of Liberty Commission
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Liberty, TX 77575

Mr. Jeff Winter
Director
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Liberty, TX 77575

Ms. Linda Lassister
Administration Assistant
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Liberty, TX 77575

Chambers-Liberty Counties
Navigation District:

Mr. James Gibson
Secretary
Chambers-Liberty Counties
Navigation District
P. O. Box 518
Anahuac, TX 77514

Other Individuals:

Mr. Anthony Santone
Vice President, Transportation
Allied Tube and Conduit
P. O. Box 3007
Liberty, TX 77575

R E S O L U T I O N

A UNANIMOUS RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LIBERTY OFFICIALLY URGING THE CONGRESS OF THE UNITED STATES TO APPROPRIATE FUNDS IN THE PROPOSED FEDERAL BUDGET FOR FISCAL YEAR 1991, INSURE THAT PROPER STEPS ARE TAKEN FOR THE COMPREHENSIVE PLANNING AND IMPLEMENTATION OF THE WATER RESOURCE REQUIREMENTS FOR THE TRINITY RIVER.

WHEREAS, The economic and social progress of the Trinity River Basin is heavily dependent upon the wise use and further development of the limited water resources; and,

WHEREAS, Previous federal budgets have allocated funds for water resource projects in the Trinity River Basin; and,

WHEREAS, These funds have been allocated to maintain the proper operation of the navigation channel from the mouth of the Trinity River to Liberty, Texas, which is an important element to the economy of the lower river basin; and,

WHEREAS, The need for continued maintenance dredging in the Trinity River Channel is becoming more important with the continued industrial development in the Port of Liberty.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LIBERTY, TEXAS:

That the Congress of the United States be urged to appropriate funds for the continued support for the Trinity River Basin and to insure that proper steps are taken for the comprehensive planning and implementation of the water resource requirements for the Trinity River Basin, Texas.

UPON MOTION DULY MADE, SECONDED AND CARRIED the above Resolution was PASSED AND APPROVED THIS the 13th day of March, 1990.

Sandra Puckett
Mayor
Pro-Tem

ATTEST:

Bob Bates
City Secretary

Mr. BEVILL. The Chair recognizes Mr. Chapman.

Mr. CHAPMAN. Mr. Chairman, let me just take a minute to thank the Trinity Improvement Association for their excellent testimony here. As always you did very well and represent your association well. I appreciate particularly the support of the Trinity Improvement Association and those projects a little farther east of Trinity that mean a lot to us in east Texas as well.

The Cooper Lake is in my district, and it is a very important project for many of us. The North Texas Municipal Water District always does an excellent job in representing your association, and I thank you for your testimony today.

Mr. BEVILL. Mr. Myers.

Mr. MYERS. I join my colleague in congratulating each of you on your testimony and for coming to Washington for your annual pilgrimage. The Chairman and I have been on this committee for 20 years and some of you have been coming for 20 years.

It is nice to see the young faces too.

Chad, the things we do will affect you longer than they will us. It makes our job a lot easier here when we have the support of your presence. Thank you all for taking your time and money to come to Washington.

Mr. BEVILL. Thank each of you very much.

THURSDAY, MARCH 29, 1990.

BRAZOS RIVER BASIN

WITNESSES

HON. MARVIN LEATH, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF TEXAS

CARSON H. HOGE, GENERAL MANAGER, BRAZOS RIVER AUTHORITY

Mr. BEVILL. We see our good friend and colleague, Congressman Leath is here. We will recognize you at this time so you can get back to your committee work.

Mr. LEATH. Mr. Chairman, thank you.

It is always a great pleasure to appear before your committee. You are one of the true living legends in this institution and I say that from the heart. Thank you for the opportunity to appear before your subcommittee this morning.

My purpose is to introduce to the subcommittee Mr. Carson Hoge, a long time friend and general manager of the Brazos River Authority. He will present a proposal to allow the Corps of Engineers to initiate a study that would determine the federal benefit that would result from the proposed Bosque dam.

Mr. Chairman, this proposal will appear to save the Federal Government money as well as allow saving to local authorities. I would urge you, Mr. Chairman, and the committee to give favorable consideration to this proposal.

At this time it is my pleasure to introduce to you a man that you have seen before for many years up here. Carson Hoge.

Mr. BEVILL. We are pleased to have you with us again, Mr. Hoge.

Mr. HOGE. Thank you sir. Congressman Leath, Mr. Chairman, Members of the committee, I am Carson Hoge, general manager of the Brazos River Authority. Also present today are the president, vice president, secretary and eight other members of the board of directors of the authority, and three other members of the authority staff.

The Brazos River Authority is a governmental subdivision of the state of Texas, a conservation and reclamation district created in 1929 to provide for the conservation, development and beneficial utilization of the surface water resources of the Brazos River Basin in Texas, an area of almost 43,000 square miles. It is governed by a board of 21 directors, appointed by the governor and approved by the Texas senate for six-year terms. The authority owns and operates three major reservoirs of its own and is local sponsor for all nine of the federal reservoirs in the basin, with contractual rights to use their conservation storage for water supply purposes. Together this system of reservoirs stores more than 2,000,000 acre feet of water and can furnish a dependable supply of 650,000 acre-feet of water per year. The authority uses this water to supply the needs of cities, towns, rural water systems, industries, and individuals throughout the Brazos Basin.

The authority is currently planning the development of additional supplies for some 32 cities, water districts, rural water supply corporations and municipal utility districts throughout the Brazos Basin. An important part of this development is the authority's proposed Lake Bosque.

Lake Bosque would be built on the Bosque River, a tributary of the Bazos, upstream of Lake Waco. Lake Waco is a federal reservoir, operated by the U.S. Army Corps of Engineers. In a study completed by the Corps in November, 1988 under the Dam Safety Assurance Program, it was found that as it now exists, Lake Waco Dam cannot pass the probable maximum flood without being overtopped, but that if the authority's proposed Lake Bosque were to be built as now planned, the probable maximum flood would be sufficiently modified that it could be passed through Lake Waco without overtopping the dam.

These findings by the Corps of Engineers indicate that the construction of Lake Bosque would provide significant reduction and, with some modification in design, might eliminate entirely the need for federal expenditures at Lake Waco to correct the flood hazard that has been found to exist there. If this is the case, we believe that federal dollars would be much better spent in helping pay the costs of Lake Bosque, thereby not only solving the flood problem but also helping to provide the much needed water supplies to hundreds of thousands of citizens in the Brazos Basin, rather than spending the same money at Lake Waco, where the only benefit would be to solve the flood problem, possibly at an even greater cost.

We have requested federal participation in Lake Bosque to the extent of federal savings in flood safety work required at Lake Waco. A study is needed to determine what these savings would be. The Fort Worth District Engineer's request for authorization to make the study was not forwarded early enough to be included in the President's fiscal year 1991 budget, but the Southwestern Divi-

sion Engineer, General Robert C. Lee, has testified to this committee that the Corps has a capability to utilize $150,000 of federal funds in fiscal year 1991 to conduct a feasibility study of this matter. The authority has officially committed to serving as local sponsor of the study and paying the sponsor's 50 percent share of its costs.

We are here respectfully requesting the committee to approve inclusion of $150,000 in the fiscal year 1991 appropriations for this study and instruct the Corps of Engineers to make the study and report back to Congress whether and to what extend the Federal Government could help pay the costs of Lake Bosque to solve the flood problem at Lake Waco without increasing the overall costs of solving that problem.

Mr. Chairman, I will be glad to try to answer any questions the committee or staff may have.

Mr. BEVILL. Are there any questions?

Mr. Chapman?

Mr. CHAPMAN. Let me just tell Mr. Hoge we appreciate his testimony. I am going to do everything I can to assist you in getting the funds for the feasibility study. Mr. Chairman, it makes a great deal of sense to me that if we can invest $150,000 and get a definitive study that may show us that expenditures can be better invested in Lake Bosque, I think that would be a wise use of taxpayers' money.

Let me congratulate you on your testimony. My colleague from the 11th District, the great statesman from Waco, Mr. Leath, we are pleased to have you here.

Mr. HOGE. Thank you.

Mr. BEVILL. We are always pleased to have our good friend and colleague, Congressman Leath, appear.

Mr. HOGE. I will be under his wing.

Mr. LEATH. Thank you, Mr. Chairman.

[The statement of Carson Hoge and additional information from Brazos River Authority follows:]

WITNESS LIST
BRAZOS RIVER AUTHORITY
HEARINGS OF
ENERGY AND WATER DEVELOPMENT SUBCOMMITTEE
COMMITTEE ON APPROPRIATIONS
U.S. HOUSE OF REPRESENTATIVES
MARCH 29, 1990

NAME	TITLE	HOME TOWN (TEXAS)
Robert Upham, III	President	Mineral Wells
Deborah H. Bell	Vice President	Abilene
Perry V. Dalby	Secretary	Belton
Chauncey L. Bogan	Director	Houston
R.G. "Jerry" Boone	Director	Burleson
Ramiro A. Galindo	Director	Bryan
Don T. Kearby	Director	Mineral Wells
James H. Mills	Director	Austin
[redacted]	Director	Waco
Ruth C. Schiermeyer	Director	Lubbock
James F. Wood	Director	Woodway
Carson H. Hoge	General Manager	Waco
Jack Wooley	Asst. Gen. Mgr. & Treasurer	Waco
Roy A. Roberts	Asst. Gen. Mgr.	Waco
Mike Bukala	Administrative Assistant	Waco

TESTIMONY OF
BRAZOS RIVER AUTHORITY
TO THE
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
COMMITTEE ON APPROPRIATIONS
U.S. HOUSE OF REPRESENTATIVES
MARCH 29, 1990

SUMMARY OF REQUEST

The Brazos River Authority, an agency of the State of Texas with statutory responsibility for conservation and development of the surface water resources of the 42,000 square-mile Brazos River Basin in Texas, respectfully urges the appropriation of $150,000 in Fiscal Year 1991 for a feasibility study by the U.S. Army Corps of Engineers to quantify Federal benefits from flood protection/dam safety at Waco Lake resulting from construction and operation of the Authority's proposed Lake Bosque upstream. Funds for this Study are not included in the President's Fiscal Year 1991 Budget, but the Southwestern Division Engineer has testified to this Subcommittee that the Corps of Engineers has a $150,000 capability to initiate the feasibility phase of the Bosque River Watershed, Texas, Study in Fiscal Year 1991. The Brazos River Authority has agreed to serve as local sponsor for the Study and has agreed to pay the required 50% non-Federal share of the Study costs.

**Background and Summary of
Justification for Requested
Appropriation for Feasibility Study**

Lake Bosque is a much needed water supply project which the Brazos River Authority is developing on the North Bosque River as part of a basin-wide program to meet present and future municipal surface water needs of approximately 32 cities, water districts, rural water supply corporations and municipal utility districts located throughout the Brazos Basin, Texas. The costs for permitting, design, construction and operation of the Lake Bosque Project are entirely locally funded. At the present time, the Authority is awaiting a decision on its application to the Texas Water Commission for necessary State water rights for Lake Bosque and completing the project engineering design. Construction is scheduled to start in 1991.

The capability of Waco Lake, a Federal flood control and water supply project, to accommodate safely the various flood events to which it is subjected, up to and including the Probable Maximum Flood (PMF), was evaluated by the Fort Worth District, U.S. Army Corps of Engineers (FWD-COE) and the results were published in a November 1988 report, WACO LAKE, BOSQUE RIVER TEXAS, DAM SAFETY ASSURANCE PROGRAM RECONNAISSANCE REPORT ("the Report"). As presently constructed, the Waco Dam cannot pass the PMF without being overtopped. The Report shows that the construction of Lake Bosque Dam, as proposed by the Brazos River Authority on the North Bosque River upstream of Lake Waco, will lower the maximum water surface elevation during passage of the PMF through Waco Lake from approximately 1.0 foot above to 0.4 foot below the existing top of the dam. Without Lake Bosque the maximum PMF water surface elevation would be just over 511 feet National Geodetic Vertical Datum (NGVD). The dam embankment crest is at elevation 510 feet NGVD. The maximum PMF water surface elevation with Lake Bosque in place as planned by Brazos River Authority would be 509.59 feet NGVD.

In Chapter 4, "RECOMMENDATIONS", of the Report, the Fort Worth District Corps of Engineers briefly discussed five alternatives for physical modifications to restore the hydraulic adequacy of Waco Dam with Lake Bosque in place and ended with a discussion of the alternative of making no modifications to the existing structure. The alternatives discussion in the Report is preceded by the following statement:

> "Although Waco Dam has some freeboard (0.41 feet), after the addition of Lake Bosque, there were several options considered in order to restore adequate freeboard to Waco Dam. These options were given a cursory review, but no detailed analysis or cost estimates were

> performed. According to Dam Safety Regulations, if a structure is lacking only adequate freeboard, the study will be held in abeyance until some later date."

At the end of the discussion, the Fort Worth District sums up with the following statement:

> "With the addition of Lake Bosque having the effect of lowering the maximum water surface elevation of Waco Lake, the decision was made that no modifications should be recommended for Waco Dam. Therefore, this study recommends that any further work on alternatives for modifying Waco Dam for dam safety be suspended. If it becomes apparent that Lake Bosque is not going to be funded and constructed, then additional work on Waco Lake alternatives would be performed and an addendum to this Reconnaissance Report would be prepared."

Obviously, immediately upon completion, Lake Bosque Dam will provide economic savings to the United States Government by retarding flood flows. The Fort Worth District recognized this benefit and sought to take advantage of it within existing Dam Safety Regulations which would allow additional studies and the ultimate physical modification of the Waco Dam to be held in abeyance until some later date.

The Brazos River Authority has corresponded with the Fort Worth District and requested federal participation in the costs for the construction of Lake Bosque Dam.

The Brazos River Authority does not contend that the construction of Lake Bosque Dam will entirely and forever eliminate the need for physical modification to Waco Dam. It is, however, clear that the construction of Lake Bosque Dam will provide real and meaningful cost savings to the United States Government in two ways:

1. Additional studies and modifications for freeboard can, according to current Corps of Engineers policy, be held in abeyance. Assuming that funds are eventually available to modify Waco Dam and that Corps of Engineers policy dictates that it be done at that time, the United States Government has, in the interim, saved the annual cost to finance the modification and any annual increase in maintenance and operation cost due to the modification.

2. Any physical modification to Waco Dam required because of freeboard criteria only (which would be the case with Lake Bosque Dam in place) would be much less costly than a modification which would be

required to allow Waco Dam to safely pass the Probable Maximum Flood without Lake Bosque in place. The freeboard criteria could possibly be met with a timely sandbagging operation.

The cost difference between the physical modification required at Waco Dam without Lake Bosque in place and that which would be required with Lake Bosque would provide significant savings to the United States Government.

The Brazos River Authority requests that the Subcommittee add the requested appropriation and direct the Corps of Engineers to make studies necessary to evaluate the flood reduction benefits which Lake Bosque will provide at Waco Dam and Reservoir and report back to the Subcommittee with a recommendation of the appropriate level of financial participation in the Lake Bosque Project. The full amount of the Corps' stated capability of $150,000 is needed to initiate this study in FY 1991.

STATEMENT OF CARSON HOGE
GENERAL MANAGER
BRAZOS RIVER AUTHORITY OF TEXAS
TO
SUBCOMMITTEES ON ENERGY AND WATER DEVELOPMENT
COMMITTEES ON APPROPRIATIONS
U.S. SENATE/U.S. HOUSE OF REPRESENTATIVES
MARCH 28, 1990

MR. CHAIRMAN, MEMBERS OF THE SUBCOMMITTEE AND SUBCOMMITTEE STAFF, I AM CARSON HOGE, GENERAL MANAGER OF THE BRAZOS RIVER AUTHORITY. ALSO PRESENT TODAY ARE THE PRESIDENT, VICE PRESIDENT, SECRETARY AND 8 OTHER MEMBERS OF THE BOARD OF DIRECTORS OF THE AUTHORITY, AND 3 OTHER MEMBERS OF THE AUTHORITY STAFF.

THE BRAZOS RIVER AUTHORITY IS A GOVERNMENTAL SUBDIVISION OF THE STATE OF TEXAS, A CONSERVATION AND RECLAMATION DISTRICT CREATED IN 1929 TO PROVIDE FOR THE CONSERVATION, DEVELOPMENT AND BENEFICIAL UTILIZATION OF THE SURFACE WATER RESOURCES OF THE BRAZOS RIVER BASIN IN TEXAS, AN AREA OF ALMOST 43,000 SQUARE MILES. IT IS GOVERNED BY A BOARD OF 21 DIRECTORS, APPOINTED BY THE GOVERNOR AND APPROVED BY THE TEXAS SENATE FOR SIX YEAR TERMS. THE AUTHORITY OWNS AND OPERATES THREE MAJOR RESERVOIRS OF ITS OWN AND IS LOCAL SPONSOR FOR ALL NINE OF THE FEDERAL RESERVOIRS IN THE BASIN,

WITH CONTRACTUAL RIGHTS TO USE THEIR CONSERVATION STORAGE FOR WATER SUPPLY PURPOSES. TOGETHER, THIS SYSTEM OF RESERVOIRS STORES MORE THAN ~~2x10^6~~ (2,000,000) ACRE-FEET OF WATER AND CAN FURNISH A DEPENDABLE SUPPLY OF 650,000 ACRE-FEET OF WATER PER YEAR. THE AUTHORITY USES THIS WATER TO SUPPLY THE NEEDS OF CITIES, TOWNS, RURAL WATER SYSTEMS, INDUSTRIES, AND INDIVIDUALS THROUGHOUT THE BRAZOS BASIN.

THE AUTHORITY IS CURRENTLY PLANNING THE DEVELOPMENT OF ADDITIONAL SUPPLIES FOR SOME 32 CITIES, WATER DISTRICTS, RURAL WATER SUPPLY CORPORATIONS AND MUNICIPAL UTILITY DISTRICTS THROUGHOUT THE BRAZOS BASIN. AN IMPORTANT PART OF THIS DEVELOPMENT IS THE AUTHORITY'S PROPOSED LAKE BOSQUE.

LAKE BOSQUE WOULD BE BUILT ON THE BOSQUE RIVER, A TRIBUTARY OF THE BRAZOS, UPSTREAM OF LAKE WACO. LAKE WACO IS A FEDERAL RESERVOIR, OPERATED BY THE U.S. ARMY CORPS OF ENGINEERS. IN A STUDY COMPLETED BY THE CORPS IN NOVEMBER, 1988 UNDER THE DAM SAFETY ASSURANCE PROGRAM, IT WAS FOUND THAT AS IT NOW EXISTS, LAKE WACO DAM CANNOT PASS THE PROBABLE MAXIMUM FLOOD WITHOUT BEING OVERTOPPED, BUT THAT IF THE AUTHORITY'S PROPOSED LAKE BOSQUE WERE TO BE BUILT AS NOW PLANNED, THE

PROBABLE MAXIMUM FLOOD WOULD BE SUFFICIENTLY MODIFIED THAT IT COULD BE PASSED THROUGH LAKE WACO WITHOUT OVER-TOPPING THE DAM.

THESE FINDINGS BY THE CORPS OF ENGINEERS INDICATE THAT THE CONSTRUCTION OF LAKE BOSQUE WOULD PROVIDE SIGNIFICANT REDUCTION AND, WITH SOME MODIFICATION IN DESIGN, MIGHT ELIMINATE ENTIRELY THE NEED FOR FEDERAL EXPENDITURES AT LAKE WACO TO CORRECT THE FLOOD HAZARD THAT HAS BEEN FOUND TO EXIST THERE. IF THIS IS THE CASE, WE BELIEVE THAT FEDERAL DOLLARS WOULD BE MUCH BETTER SPENT IN HELPING PAY THE COSTS OF LAKE BOSQUE, THEREBY NOT ONLY SOLVING THE FLOOD PROBLEM BUT ALSO HELPING TO PROVIDE MUCH NEEDED WATER SUPPLIES TO HUN-DREDS OF THOUSANDS OF CITIZENS IN THE BRAZOS BASIN, RATHER THAN SPENDING THE SAME MONEY AT LAKE WACO, WHERE THE ONLY BENEFIT WOULD BE TO SOLVE THE FLOOD PROBLEM, POSSIBLY AT AN EVEN GREATER COST.

WE HAVE REQUESTED FEDERAL PARTICIPATION IN LAKE BOSQUE TO THE EXTENT OF FEDERAL SAVINGS IN FLOOD SAFETY WORK REQUIRED AT LAKE WACO. A STUDY IS NEEDED TO DETER-MINE WHAT THESE SAVINGS WOULD BE. THE DISTRICT ENGI-NEER'S REQUEST FOR AUTHORIZATION TO MAKE THE STUDY

WAS NOT FORWARDED EARLY ENOUGH TO BE INCLUDED IN THE PRESIDENT'S FY1991 BUDGET, BUT THE SOUTHWESTERN DIVISION ENGINEER, GENERAL ROBERT C. LEE, HAS TESTIFIED TO THIS COMMITTEE THAT THE CORPS HAS A CAPABILITY TO UTILIZE $150,000 OF FEDERAL FUNDS IN FY1991 TO CONDUCT A FEASIBILITY STUDY OF THIS MATTER. THE AUTHORITY HAS OFFICIALLY COMMITTED TO SERVING AS LOCAL SPONSOR OF THE STUDY AND PAYING THE SPONSOR'S 50% SHARE OF ITS COSTS.

WE ARE HERE RESPECTFULLY REQUESTING THE COMMITTEE TO APPROVE INCLUSION OF $150,000 IN THE FY 1991 APPROPRIATIONS FOR THIS STUDY AND TO INSTRUCT THE CORPS OF ENGINEERS TO MAKE THE STUDY AND REPORT BACK TO CONGRESS WHETHER AND TO WHAT EXTENT THE FEDERAL GOVERNMENT COULD HELP PAY THE COSTS OF LAKE BOSQUE TO SOLVE THE FLOOD PROBLEM AT LAKE WACO WITHOUT INCREASING THE OVERALL COSTS OF SOLVING THAT PROBLEM.

THURSDAY, MARCH 29, 1990.

GULF INTRACOASTAL WATERWAY

WITNESSES

VERNON BEHRHORST, PAST PRESIDENT, GULF INTRACOASTAL CANAL ASSOCIATION

DALE MILLER, CHAIRMAN OF THE BOARD, GULF INTRACOASTAL CANAL ASSOCIATION

Mr. BEVILL. Next we have Mr. Behrhorst.

Mr. BEHRHORST. Mr. Chairman, Members of the committee, accompanying me is Mr. Dale Miller, Chairman of the Board of the Intracoastal Waterway. And I am not sure whether Herb Carr will be here this morning. He will be about a half hour late. He is Vice Chairman of our Board and concurs in what we have here.

Mr. Bob Parker, the President of GICA, was unable to make it and asked me to speak on his behalf.

I will comment, Congressman Myers, you mentioned something about you and the Chairman being here 20 years. Dale said I couldn't repeat how many years in a row he has been here, but I will just refer you back to the testimony last year in which it was indicated that he had appeared here for 43 consecutive years.

Mr. MYERS. He wins the prize.

Mr. BEHRHORST. But I had left at the office of each of you several copies of a video which we have just completed of the Intracoastal Waterway, so that says a lot about what we are saying here.

It's not only about the Gulf Intracoastal Waterway, but about the whole system, how the GIWW connects them together, the Mississippi, Ohio, and other waterways.

Specifically giving it to you, we look at it this way: It's meant for national airing on PBS and other stations. We are giving it to you to show that we are making an effort to assist you in your job, and we hope that it does do this for you.

If I may read this very briefly, it says, "Agreeable to the desire of a great many public spirited citizens, I hereby call a representative convention to be convened in the City of Victoria, Texas, on the 8th day of August, 1805."

That is a few years ago, too, but we were founded in 1805 there. We will go back to Victoria this fall, October 11 and 12, and you all will be getting an invitation to join us or if you can at least think about us during that time.

But anyway, very briefly, some of the other things in our testimony, I just came from Louisiana with the Inland Waterway User Board and met. They were down to look at the Gulf Intracoastal Waterways and connecting waterways in that area, principally two areas of interest.

One, the Industrial Canal Lock, which we hope that we can get on the road with very soon. I am not going to go into that. I will assume the representatives of the Port of New Orleans will go into that in more detail, and most certainly Mrs. Boggs knows very well that.

But we hope the User Board will take the—this project and take it off of their priority study list and put it on their priority construction list. And we are asking that you provide sufficient funds to meet the Corp's capability of continuing with the study for preconstruction engineering and design.

I will make this comment, however, in that I note that there has been an increasing interest, growing cooperative effort among the individuals in the agencies locally involved.

We are coming much closer together on this, and at a meeting in New Orleans, I will point this out, that the Governor's deputy chief of staff mentioned that to a number of the members of the User Board, that we are getting—hopefully get some cooperation from the State of Louisiana, the local people, and move forward on this project.

I do want to spend just a little time on the other one, the one over in Texas, the so-called Sargent Beach Project, where the coastline is eroding very rapidly. The Intracoastal Waterway is less than 500 feet from the open Gulf of Mexico. That is cut off—the thing is out of business for everything south of Freeport.

And we urge the sufficient funding of that project, so that when the time comes, that it can be done expeditiously and effectively.

It may happen next year if a hurricane comes through. And this is one of the reasons why I raise the question in my written testimony about operation and maintenance funds.

The Administration's fiscal year 1991 O&M request for the GIWW all along the coast is $6.5 million less than you appropriated last year.

Now, over in Texas, particularly where we have this possibility of needing more there, they need additional funds for the jetties and the guidewalls at the Brazos River and the Colorado River crossings.

And if we put all that together with deferred maintenance and so forth, they will be severely behind. And, of course, the Administration's request is based upon this $290,000,000 that we are going to get from increase in harbor maintenance tax.

I think what we need, and I ask you to—I am not sure, a lot of people aren't sure, if it don't pass, what happens, where are we going to be in O&M, and this is one of the critical concerns that we have now on the Intracoastal Waterway.

So these are the main things we want to bring to you for your attention at this time.

Of course, in the film, we mention something about the environmental issues when we are addressing, need to become most critically important as we move along.

We ask for continued funding of the studies on the Mississippi River to the Sabine River Reach. Mr. Miller has attached to it a statement on the Colorado River, the Colorado River Project which he's more familiar with. And I asked him to do that.

But these are major concerns here. You have always been very cooperative, very assistant with us over the years that I have been with you. And we thank you for the tremendous cooperation you have given us.

Thank you very much.

[The statements of Vernon Behrhorst and Dale Miller follow:]

R. H. "BOB" PARKER, JR.
President & Chairman
of the Executive Committee
Houston, Texas

CHARLES E. BROUSSARD
President Elect
Kaplan, Louisiana

DALE MILLER
Chairman of the Board
Washington, D.C.

HERB HAAR, JR.
Vice Chairman of the Board
New Orleans, Louisiana

VERNON BEHRHORST
Past President
Lafayette, Louisiana

GICA
GULF INTRACOASTAL
CANAL ASSOCIATION

Organized At Victoria, Texas - August 8, 1905

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Sneads, Florida

KING FISHER
Vice President for Texas
Port Lavaca, Texas

LEROY GOODSON
General Manager
Secretary-Treasurer
Austin, Texas

STATEMENT OF VERNON BEHRHORST
PAST PRESIDENT OF THE GULF INTRACOASTAL CANAL ASSOCIATION
BEFORE THE SENATE AND HOUSE COMMITTEES ON APPROPRIATIONS,
SUBCOMMITTEES ON ENERGY AND WATER DEVELOPMENT
MARCH 29, 1990

We thank you for the opportunity to again appear before you to lend our support to funding for navigation and related projects associated with the Gulf Intracoastal Waterway and connecting waterways. Accompanying me is Mr. Dale Miller, Chairman of the Board of GICA. Mr. R.H. "Bob" Parker, Jr., GICA President, is unable to be with us. He asked me to extend his thanks and best wishes and assure you of his concurrence in this statement.

In the heading above it states, "Organized in Victoria, Texas - August 8, 1905." Later this year we will return to Victoria to observe our eighty-fifth anniversary as the oldest, continuing water transportation organization. This year, besides observing our anniversary, we reach another high point in service to the water transportation industry and the public by producing a quality, one-half hour video on the Gulf Intracoastal Waterway entitled, "Divided Waters - The Connecting Link." Each of you has been provided a copy of the broadcast edition and the abbreviated nine-minute edition which emphasizes the economic contributions of the GIWW and connecting waterways to our nation and focuses on our two major concerns on the GIWW - the antiquated Industrial Canal Lock at New Orleans and erosion at Sargent Beach which threatens the very existence of the GIWW. We released this video earlier this week.

Because we want to attract a national viewing audience, we engaged first-rate talent to produce this video for us. Mary Ann Krum, the talented President of Legend International Films, wrote, produced and directed it in association with Louisiana Public Broadcasting, the PBS affiliate in Louisiana. Rick Smith, Executive Producer for LPB, coordinated LPB's participation. Both are deserving of highest praise for this exceptional production. We hope you enjoy viewing it, keeping in mind while doing so, that our objective is to educate America's citizens on the importance of our waterways to <u>them</u>. By doing so, we hope that we will be of assistance to you and make your job easier and more

productive. The video contains strong supporting information and data which, we believe, will achieve this.

Also, this week the Inland Waterways Users Board met in New Orleans, sampled our hospitality and toured area navigation facilities. They saw first-hand the situation at Industrial Canal Lock and the ever-increasing congestion at Algiers Lock where the GIWW enters the Mississippi River on the west bank.

We hope that they were impressed sufficiently to move the Industrial Canal Lock from the Board's "priority study list" to its "priority construction list" when studies are completed later this year. We urge sufficient funds for preconstruction engineering and design as soon as the Corps is capable of using them to insure that replacement of this antiquated structure can be completed as quickly as possible.

I quote several statistics from our video to emphasize the urgency of the need. A tow with two barges waiting ten hours to lock through will lose between $900 and $1,800 per trip and one having to wait two days, which is not uncommon, could lose up to $8,640 per trip. Last year, 52,426 shallow draft bottoms (barges and towboats) locked through carrying 26.5 million tons of cargo. Roughly calculated, this is almost one dollar added to the cost of moving each ton of cargo through the lock.

Half of the shallow-draft portion of the replacement cost is to be paid from the Inland Waterways Trust Fund which is <u>private-sector contributed money</u> derived from the fuel tax on barge propulsion fuel that went up to $.11 per gallon this year on its way to $.20 by 1995. Are not the towboat operators who pay this tax entitled to priority attention so that their delays can be reduced as soon as possible? We are confident that the Board will recommend priority construction to you. I wish to note, that there is a growing cooperative effort among those involved locally to expedite this project. We pledge our full support and cooperation.

With regard to locks, we have an increasing concern about congestion and delays at locks elsewhere on the GIWW and connecting waterways. I cite a current situation. Freshwater Bayou Lock is on a tributary channel to the GIWW, and much of the traffic passing through this lock moves to and from the GIWW. The Corps of Engineers has scheduled periodic maintenance for the months of July - September when the gates will be removed for repairs and painting. Temperature dictates that the work be done at this time of the year which happens to be the peak fishing season and the period of maximum offshore oil and gas activity. A survey is being conducted to determine the impact of doing the maintenance at this time. With only 40% of the responses received, the estimated monetary loss will be $15 million and 334 people will lose their jobs, at least temporarily. If a building of sufficient size, with climatic controls and at a convenient location along a waterway could be made available, this work could be shifted to January-March timeframe when impacts upon the fishing industry and offshore mineral activity would be greatly reduced. Also, it would make scheduling of work on the gates more predictable, saving money in the long-run.

Within a radius of 150 miles of Intracoastal City, near the location of Freshwater Bayou Lock, are 18 other locks and gates on navigable waterways under Corps of Engineers' jurisdiction. All will require periodic maintenance and repair. Would it not be wise to have a facility accessible by barge where the gates of these structures can be repaired and maintained under optimum conditions, reducing downtime at the locks, maintenance costs and economic losses to the public? Looking into the future, we can expect a large number of gated water control structures will be needed for wetlands management along the Gulf Coast. They will require similar maintenance.

We express our appreciation for your concurrence with our last year's requests for increased operations and maintenance funds for two tributary waterways - the Pearl River and the Tri Rivers (Apalachichola Chattahoochee - Flint Rivers). We urge continuing funding for these waterways. Also, you provided $1.4 million in additional funding for O&M on the GIWW itself.

With regard to FY 1991 O&M funds for the GIWW, we are concerned that the Administration has requested $6.2 million less than Congress appropriated last year. We question the adequacy of this request considering it is a reduction of almost 20%. We do know that carryover of contracts has shifted the payment of O&M costs to the following fiscal year, decreasing the funds available for that year. Also, I cite an example of one-time major repairs which could reduce drastically funds available for maintenance dredging. These are the repairs that must be done on the jetties and guidewalls at the Brazos and Colorado River crossings of the GIWW. Once maintenance is deferred due to lack of funding, recouping the loss becomes more expensive in the future. Our concern is compounded by the fact that the Administration's request for General Fund appropriations for O&M is 25% less than you appropriated last year. O&M funds for the GIWW and other shallow-draft waterways come from this General Fund appropriation. Should the Harbor Maintenance Tax not be increased by the Congress, which is highly likely, we will be in real trouble unless additional O&M funds are appropriated.

Our Association's other major concern is erosion at Sargent Beach, Texas. At some places the shoreline is being gnawed away at a rate exceeding 30 feet per year, leaving the open Gulf within 600 feet of the GIWW. A hurricane could take one gargantuan bite out of the remaining strip of land, completely immobilizing the GIWW between this point and the Mexican border. The Corps of Engineers has requested $500,000 to continue studies of this situation and make its recommendations next year. We urge appropriation of these funds, and solicit your support for corrective action as soon as possible.

Another $500,000 has been requested for a study of bank erosion along the GIWW in the Aransas National Wildlife Refuge a short distance from Sargent Beach. We support this request. The Southwest Division Engineer has already told you of the successful, joint Corps of Engineer, Fish and Wildlife Service and private sector effort in retarding erosion in the Aransas refuge. GICA members participated in this effort, and we support similar efforts elsewhere. Along with the erosion control, we received a bonus on this effort. It brought together diverse and sometimes opposing groups which worked together toward a common objective. It dispells some of the mistrust and fosters further cooperative efforts which are absolutely essential if we are to successfully address wetland problems.

Last year, at the dedication of the new Cameron Prairie National Wildlife Refuge, which also borders the GIWW, Senator Johnston recommended that erosion problems be approached in a similar fashion. GICA and others were challenged to take action. Senator Johnston, we accept your challenge, the first steps have been taken and we thank you for your leadership in this effort.

GICA continues to support the Mouth of the Colorado River Project. Dale Miller, GICA's Chairman, is most familiar with this project and will submit a brief statement at the close of this presentation.

This fiscal year, the Corps of Engineers will complete its study and make recommendations on improvements to the GIWW between the Mississippi River and Galveston. When this study is completed and recommendations made, we must move forward in the implementation of these recommendations. We request that you provide preconstruction engineering and design funds commensurate with the Corps' capability to move this project forward. The need for improvements is evidenced by the increasing traffic. In 1989, traffic moving through the Calcasieu and Leland Bowman Locks on the busiest section of the GIWW grew to a record level with increases of 8% and 2% respectively over 1988.

Last August, I testified on behalf of ten national and regional ports and waterways organizations before the Senate Environment and Public Works Committee which was considering wetlands legislation. I believe the following statement from my testimony will help us keep a balanced perspective vis a vis providing water transportation facilities and protecting our wetlands. Referring to the juncture of the Mississippi River and the GIWW, "the major waterways crossroads on planet Earth," I said, "Succinctly stated, 25% of our nation's foreign and domestic waterborne commerce passes through an area containing 40% of our nation's remaining coastal wetlands." We are committed to responsible stewardship of both. Thank you.

Statement of

DALE MILLER
Chairman of the Board, Gulf Intracoastal Canal Association

Before the subcommittee on Energy & Water Development
of the Appropriations Committee

Mr. Chairman and Members of the Subcommittee:

I am Dale Miller, Chairman of the Board of the Gulf Intracoastal Canal Association. The statement of our Association is being presented by our President, Vernon Behrhorst of Louisiana, but I have asked the privilege of inserting into the record at this point a brief statement of the Port of Bay City Authority in Texas, in behalf of its navigation project, the Mouth of the Colorado River. I am doing so to obviate the necessity of their witnesses coming to Washington and consuming the time of the Subcommittee, when the merits of this project speak eloquently for themselves.

I suggest that the Subcommittee note that: It is a continuing project -- the appropriation that is sought is contained in the Budget, and conforms to the capability of the Corps of Engineers -- the conditions of local cooperation have been accepted -- the project is non-controversial, being supported by both developers and environmentalists.

Inasmuch as the project conforms to all such criteria, I respectfully request the Subcommittee to accord it favorable consideration.

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Port of Bay City Authority

of Matagorda County, Texas

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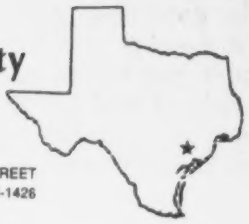

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Statement of the

PORT OF BAY CITY AUTHORITY

on the

MOUTH OF THE COLORADO RIVER (TEXAS) PROJECT

Before the Subcommittee on Energy and Water Development
of the Appropriations Committee
Washington, DC

Mr. Chairman and Members of the Subcommittee:

To save the Subcommittee's valuable time, we have requested the Chairman or President of the Gulf Intracoastal Canal Association to present this statement.

The Mouth of the Colorado River project on the Texas Gulf Coast was authorized in Sec. 101 of the Rivers & Harbor Act of 1963. The years of waiting and planning were many, but actual construction was begun in 1983.

The U.S. Army Corps of Engineers has requested $1,000,000.00 for continued construction of the project, and this figure is contained in the Administration's Budget recommendations. We urge the Congress to appropriate the requested funds, so that the entire project can be expedited to completion. It is an important part of the Gulf Intracoastal Waterway system.

Senator Lloyd Bentsen and Representative Greg Laughlin are fully familiar with the project and are working diligently to bring it to completion.

Respectfully submitted,

Secretary

Chairman

Port of Bay City Authority
Local Sponsor

Mr. BEVILL. All right, sir.

Mr. MYERS. Dale, good seeing you again.

Mr. BEVILL. Mrs. Boggs?

Mrs. BOGGS. I just wanted to thank both Mr. Behrhorst and Mr. Miller for being with us and for their usual expert testimony. I am sorry I missed part of your testimony, but I read your statement with great interest and I have looked at the video with great interest, as well.

Thank you so much.

Mr. BEHRHORST. Thank you very much.

THURSDAY, MARCH 29, 1990.

RED BLUFF CHANNEL

WITNESSES

DENNIS S. SIMONS, CHAIRMAN, JACKSON COUNTY NAVIGATION DISTRICT

RALPH W. BURGESS, GENERAL MANAGER, JACKSON COUNTY NAVIGATION DISTRICT

Mr. BEVILL. Next we have Mr. Dennis Simons.

I might mention that Congressman Greg Laughlin had to return to his district, and he had planned to be here. But he has discussed your concerns with us, and, of course, has expressed his interest.

So I want to pass that on to you.

Mr. SIMONS. Mr. Chairman, Members of the committee, I am Dennis Simons, Chairman of the Jackson County, Texas Navigation District, and I have with me Ralph Burgess. This is the General Manager of our Navigation District.

First of all, I would like to say how much I appreciate the opportunity to appear before you and your subcommittee today. Last year at this time I appeared before the subcommittee requesting funds for the maintenance dredging of the Red Bluff Channel.

As a result of this request, the 1990 Federal budget included the amount of $250,000 for this project. The U.S. Army Corps of Engineers now estimates that to complete the project, $400,000 will be needed to be included in the 1991 Federal budget.

The Corps has completed preliminary studies and surveys and plans to award bids for the project in June, 1990. The additional funds would insure that the project, once begun, could be continued through completion and would constitute a savings in the overall cost.

The bay portion of the channel was last dredged in 1981, and the river portion has not been dredged since about 1962. Portions of the channel are now as shallow as 18 inches, making it completely impassable by any commercial type boat.

The Red Bluff Channel is authorized as a six foot by 100 foot channel and has direct access to the deep-draft Matagorda Ship Channel and the Gulf Intracoastal Waterway. There are several prime industrial sites along the channel with access to all necessary and important amenities, with the exception of water transportation.

These sites are within a few miles of the Formosa Plastic Company, which has just recently begun construction on a $1.3 billion expansion project.

The only thing that seems to be hampering our ability to take advantage of the expected spin-off from this major project is the current condition of the Red Bluff Channel.

We, therefore, ask your consideration and support of our request for the additional funding needed to complete the maintenance dredging project during the 1991 fiscal year. Although this project is small in relation to other Corps projects, it is of utmost importance to the future economic well-being of our area.

I would also like to submit for the consideration of the subcommittee my written statement along with supporting statements from other entities in the area and ask that they be entered into the record of these proceedings.

Thank you again for this opportunity.

[The statement of Dennis Simons follows:]

Mr. Chairman and Members of the Committee:

I am Dennis Simons, Chairman of the Jackson County Navigation District, Jackson County, Texas. I appreciate the opportunity to appear before this Committee concerning the additional funding of a maintenance dredging project on the Red Bluff Channel in Jackson and Calhoun Counties. In the 1990 Federal Budget the sum of $250,000.00 was allocated toward this project; this being half of the amount that we requested. The U. S. Army Corps of Engineers now estimates that the sum of $400,000.00 is needed in the 1991 Federal Budget to complete the project.

The Corps of Engineers has recently concluded preliminary studies and surveys on the project and has advised us that the dredging contract from funds in the 1990 Budget is scheduled to be awarded in June 1990. We would like to see that the project, when begun, will be able to continue through completion. The authorized channel is 20.2 miles long and has authorized dimensions of 6 feet in depth and 100 feet in width. It is a tributary channel to the 12 foot by 125 foot Port Lavaca Channel, through which it has access to the deep-draft Matagorda Ship Channel and the Gulf Intracoastal Waterway. The river portion of the channel has not had maintenance dredging performed on it since about 1962 and the Lavaca Bay segment since 1981. Portions of the channel are as shallow as 18", making the channel impassable by anything larger than small pleasure boats.

Due to the depressed local economy, there has been a tremendous effort to revive the economy through the development of the natural resources that are abundant in our part of the country. There are several large industrial sites located along the channel with access to rail and highway transportation, abundant natural gas and electrical power. In addition to these, the sites also have access to a 54" and a 36" fresh water pipeline running from Lake Texana, one of

the largest available and uncommitted fresh water supplies along the Texas Gulf Coast.

The Jackson County Economic Development Coordinator has been in contact with many interested industries and site location groups concerning the industrial sites and has been told in every instance that the lack of access to the tracts by barge transportation makes the tracts undesirable by the industries that they represent. The sites are within a few miles of the Formosa Plastic Company plant site, including a $1.3 Billion expansion project which is now underway. The area near this plant is prime for development by industries that use products or by-products from Formosa or that make products that can be used by Formosa in their process.

The Jackson County Navigation District, as local sponsor for the project, respectfully requests your assistance in obtaining the additional funds needed to complete this project. We will gladly provide whatever assistance to the Corps of Engineers that is possible, including the procurement of necessary spoil disposal sites. Additionally, the Calhoun County Navigation District, which has jurisdiction over the 6.5 mile bay portion of the channel, has offered their full cooperation on the project. A statement in support of the project from the Calhoun County Navigation District is attached to this written statement, along with supporting statements from the Jackson County Commissioner's Court, Lavaca-Navidad River Authority, Jackson County Industrial Foundation, Jackson County Chamber of Commerce, Formosa Plastics Corporation, and Central Power and Light Company, for inclusion in the record of this hearing.

On behalf of the Jackson County Navigation District and the citizens of Jackson County, Texas, I would like to express my appreciation for the opportunity to appear before this committee in support of a project that is of extreme importance to our county and area.

THE PORT of
Port Lavaca –
Point Comfort

March 20, 1990

The Honorable Tom Bevill
Chairman
Subcommittee for Energy and Water Development
House Appropriations Committee
2302 Rayburn House Office Building
Washington, D.C. 20515

Dear Chairman Bevill:

The Congress of the United States recently appropriated approximately $ 250,000.00 for the continued maintenance of Red Bluff Channel from Lavaca Bay in Calhoun County, Texas to Lolita, Texas. Additionally, some $ 50,000.00 was appropriated to commence a study for the deepening and widening of that channel to the same dimensions as the Gulf Intracoastal Waterway.

Maintenance dredging on the Red Bluff Channel is scheduled to commence shortly. The amount provided by Congress thus far will not cover the entire maintenance dredging project and will require approximately $ 400,000.00 more.

Chairman Bevill, our area of Texas is pulling itself out the economic slump by its own bootstraps. We currently have foreign investment building a $ 1.3 Billion petrochemical complex near the Red Bluff Channel. We are in the feasibility study phase to deepen our existing 36 foot ship channel to 42 feet or deeper. The Jackson County Navigation District project to maintain and potentially deepen the Red Bluff waterway synergistically fits into a multi-county effort to economically develop and diversify.

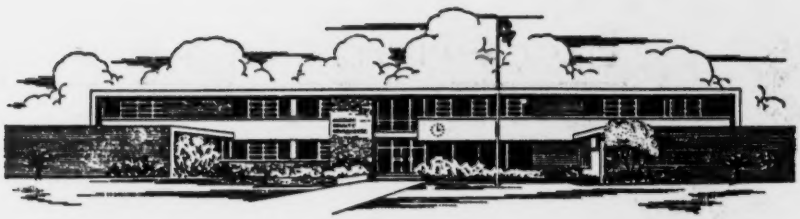
Accordingly, the Calhoun County Navigation District strongly supports the request of the Jackson County Navigation District to have the Congress of the United States provide the additional funding necessary to complete the maintenance dredging project of the Red Bulff Channel. We appreciate your support in the past and look forward to that continued support for the future. I remain.

Sincerely yours,

Frank H. Diebel
Chairman

The Calhoun County Navigation District

P O Drawer 397 / Point Comfort, Texas 77978 / (512)987-2813



Larkin T. Thedford
115 W. Main
Edna, Texas 77957

County Judge
Jackson County
(512) 782-2352

March 8, 1990

The Honorable Tom Bevill, Chairman
Subcommittee for Energy and Water Development
House Appropriations Committee
2302 Rayburn House Office Building
Washington, D. C. 20515

Re: Red Bluff Channel
Jackson County, Texas
Jackson County Navigation District

Dear Congressman Bevill:

Last year the Appropriations Committee appropriated $250,000.00 in regards to the above project.

According to the information that has been submitted to me, there is a need for $400,000.00 for the next appropriation year in order to complete the project as submitted.

Due to the fact that Formosa has started and hopes to complete its One Billion Dollar plus project within the next year or so, we certainly feel that this is an important project to Jackson County. We anticipate that several satellite type of industries will spring forth as a result of this tremendous large industrial facility that is taking place.

Your consideration in using your efforts to secure this additional $400,000.00 appropriation will be appreciated.

Very truly yours,

Larkin T. Thedford

LARKIN T. THEDFORD
County Judge, Jackson County, Texas

LTT/pp

LAVACA-NAVIDAD RIVER AUTHORITY

Post Office Box 429
Edna, Texas 77957
512-782-5229

March 8, 1990

The Honorable Tom Bevill, Chairman
Subcommittee for Energy and Water Development
House Appropriations Committee
2302 Rayburn House Office Building
Washington, D.C. 20515

Dear Chairman Bevill:

The Jackson County Navigation District has rightfully determined an urgent need for navigation on the lower Lavaca River in Jackson County. As you know, the economic situation in Jackson County is critical. However, this community is pulling together to improve the local economy by utilizing the County's natural assets; labor, water, oil, transportation, and land in attracting new industry. While highway and rail transportation is certainly adequate at the proposed industrial locations, water transport is sorely lacking and needed.

Jackson County offers the only large available and uncommitted water supply west of Houston which is so important in drought vulnerable Texas for industrial needs. Also to be considered are State and Federal clean air standards, which probably will preclude any significant amount of industrial expansion, especially petrochemical, in the existing large industrial areas. Accordingly, new open areas should be developed near available resources.

The Board of Directors of the Lavaca-Navidad River Authority respectfully submits the attached resolution, unanimously passed, requesting that funds be appropriated for the U.S. Army Corps of Engineers to resume maintenance of the authorized Red Bluff Channel. Please be advised the Authority is willing to assist the Jackson County Navigation District, and the U.S. Army Corps of Engineers any way possible to promote this effort.

Sincerely,

M. H. Brock

M. H. Brock
President, Board of Directors

LAVACA-NAVIDAD RIVER AUTHORITY

Post Office Box 429
Edna, Texas 77957
512-782-5229

RESOLUTION SUPPORTING THE EFFORTS OF THE JACKSON COUNTY NAVIGATION DISTRICT IN MAINTENANCE DREDGING OF THE RED BLUFF CHANNEL

WHEREAS, the Lavaca-Navidad River Authority is a body politic and corporate created and existing pursuant to Article XVI, Section 59 of the Texas Constitution and a series of acts formerly compiled as Article 8280-131, Vernon's Annotated Texas Civil Statutes, and is authorized and empowered under the Texas Constitution and the Act to control, store, preserve and distribute the waters of the rivers and streams of Jackson County, Texas, for domestic, municipal, flood control, irrigation, and other useful purposes; and to aid in the protection and promotion of navigation on the navigable waters.

WHEREAS, the Authority recognizes the vital need for water borne transportation in Jackson County to insure local stability and continued growth and development; and

WHEREAS, the Red Bluff Channel is authorized, but presently not usable due to the lack of maintenance dredging.

NOW THEREFORE BE IT RESOLVED, that the Lavaca-Navidad River Authority supports the efforts of the Jackson County Navigation District in obtaining funding for completion of maintenance dredging of the Lavaca River Channel in an attempt to accommodate the needs of industrial development in Jackson County and neighboring areas.

Approved by the Board of Directors this the 8th day of March, 1990.

M. H. Brock
President
Board of Directors

ATTEST:

Don Sachtleben
Secretary/Treasurer
Board of Directors

JACKSON COUNTY INDUSTRIAL FOUNDATION, Inc.

Box 788 EDNA, TEXAS 77957 (512) 782-2382

16 March 1990

The Honorable Tom Bevill, Chairman
Subcommittee for Energy and Water Development
House Appropriations Committee
2302 Rayburn House Office Building
Washington, D.C. 20515

Dear Mr. Bevill:

This letter is to endorse the Jackson County Navigation District's efforts to secure funding for the completion of maintenance dredging of Red Bluff Channel in the 1991 Federal Budget.

Jackson County has mounted an aggressive economic development program in order to diversify our economy through petrochemical marketing along Red Bluff Channel. One of the major drawbacks of the channel is the width and depth, which are not suitable for barge traffic.

On the upside is the Formosa Plastics Corporation expansion. Recently, Formosa contracted with the Lavaca-Navidad River Authority for a 15 mile pipline to supply fresh water to the plant. The pipeline parallels the Red Bluff Channel and we feel it will provide development opportunities for other industries.

The Board of Directors of the Jackson County Industrial Foundation respectfully requests your assistance in obtaining the necessary funds in the 1991 Federal Budget.

Sincerely,

Richard J. Ottis
President
Jackson County Industrial Foundation, Inc.

RJO/cl

"HOME OF LAKE TEXANA"

Jackson County Chamber of Commerce and Agriculture

26 February 1990

The Honorable Tom Bevill, Chairman
Subcommittee for Energy and Water Development
House Appropriations Committee
2302 Rayburn House Office Building
Washington, D.C. 20515

Dear Congressman Bevill:

Economic development in Jackson County is a major priority of the Jackson County Chamber of Commerce. An aggressive campaign has been initiated to attract industry in our area.

The Chamber is aware you played a major role in helping the Jackson County Navigation District receive funding in the 1990 Federal Budget for a feasibility study of deepening Red Bluff Channel and for maintenance. It is a start in helping Jackson County diversify the economic base.

The Jackson County Chamber of Commerce respectfully requests your assistance again in obtaining the necessary funds in the 1991 Federal Budget for the completion of the Maintenance Dredging Project at Red Bluff Channel.

Sincerely,

Dan Bryant
President
DB/cl

P. O. Box 788 • 317 West Main • Edna, Texas 77957 • (512) 782-7146

Jackson County Chamber of Commerce and Agriculture

26 February 1990

The Honorable Tom Bevill, Chairman
Subcommittee for Energy and Water Development
House Appropriations Committee
2302 Rayburn House Office Building
Washington, D.C. 20515

Dear Congressman Bevill:

Mr. Dennis Simons, chairman of the Jackson County Navigation District, has requested a hearing before your subcommittee the later part of March to ask that funds be made available in the 1991 budget to complete the Maintenance Dredging Project of the Red Bluff Channel in Jackson County, Texas.

Through your leadership and assistance $250,000.00 was made available for this project in the 1990 budget; however, the Corps of Engineers at Galveston, Texas has stated that an additional $400,000.00 will be needed to complete the project.

The citizens of Jackson County are doing everything humanly possible to attract industry to our county. Sites are available on the Lavaca River (Red Bluff Channel) but the completion of the Maintenance Dredging Project is needed in order to have barge transportation available. These sites are adjacent to Formosa Plastics 1.3 billion dollar plant now under construction.

Your assistance in this matter would certainly be appreciated.

Sincerely,

Ralph W. Burgess

Ralph W. Burgess
Economic Development Coordinator

RWB/cl

P. O. Box 788 • 317 West Main • Edna, Texas 77957 • (512) 782-7146

FORMOSA PLASTICS CORPORATION

P. O. DRAWER N
1800 SOUTH VIRGINIA
PORT LAVACA, TEXAS 77979

PHONE: 512/552-6222
FAX: 512/552-5577

March 13, 1990

The Honorable Tom Bevill, Chairman
Subcommittee for Energy and Water Development
House Appropriations Committee
2302 Rayburn House Office Building
Washington, D.C. 20515

Dear Mr. Bevill,

The maintenance of inland water transportation systems with access to the Gulf of Mexico, like the Red Bluff Channel in Jackson County, are vital for continued industrial development in South Texas. Formosa Plastics Corporation would not have located in this area if it were not for access to deep water at Point Comfort.

Recently, Formosa contracted with the Lavaca-Navidad River Authority for a 15-mile, 54-inch pipeline to supply fresh water for our $1.3 billion expansion project in Point Comfort. This pipeline parallels the Red Bluff Channel and will provide development opportunities for other industry requiring fresh water.

The pipeline and the Red Bluff Channel could be the catalyst that spawns other development in a region that has endured a stagnant economy for several years. Therefore, I encourage you to support the maintenance dredging of the Red Bluff Channel in 1991.

Sincerely,

Larry G. Peyton

CENTRAL POWER AND LIGHT COMPANY / Home Office: P.O. Box 2121, Corpus Christi, Texas 78403 512-881-5300

cpl

Area Development Division

SERVING 44 000 SQUARE MILES IN THE TEXAS TRIANGLE

February 27, 1990

The Honorable Tom Bevill, Chairman
Subcommittee for Energy and Water Development
Senate Appropriations Committee
2302 Rayburn House Office Building
Washington, DC 20515

Dear Senator Bevill:

This is to endorse Jackson County Navigation District's request to have funds placed in the 1991 Federal Budget for the completion of maintenance dredging of Red Bluff Channel.

Jackson County has mounted a herculean effort to turn it's economic fortunes around after severe set-backs in the petroleum and agricultural sectors of the economy. A local, non-profit, community economic development foundation has developed and is marketing petrochemical and refinery sites along Red Bluff Channel. The sites have access to abundant electric power, industrial water, natural gas and rail transportation. Maintenance of the channel at the authorized depth of 6 foot is essential to the marketability of these sites. Since petrochemical/refinery sites are in dwindling supply, we are confident that Jackson County is strategically situated to assist these vital industries and, in the process, rejuvenate its economy.

We solicit your endorsement of this self-help effort by your active support of the inclusion of this item in the 1991 Federal Budget. We are confident that this partnership will result in economic expansion beneficial to all. Thank you also for the leadership you are providing to this important subcommittee.

Sincerely,

John Crutchfield, Manager
Economic Development

dg

cc: William R. Farquhar, Jr.

Mr. BEVILL. Very good. Thank you.

Mr. CHAPMAN. Mr. Chairman?

Mr. BEVILL. The Chair recognizes Mr. Chapman.

Mr. CHAPMAN. Let me just thank these two witnesses for being here.

We appreciate your testimony. I was with Greg yesterday. He spoke to me about the project, and I asked this question: Is the $400,000 you need, in the President's budget at this time?

Mr. SIMONS. No, it was not included.

Mr. CHAPMAN. So this would be additional funds that the President did not request; is that correct?

Mr. SIMONS. Right.

Mr. CHAPMAN. I talked to Greg about it yesterday, and as the Chairman has already said, he had hoped to be here today, but he was called to his district, as I am sure you are aware.

He is supportive of this project; in fact, he warns me all too often about it, and I appreciate hearing about it from someone other than Greg.

So we appreciate your testimony here today. Thank you.

Mr. SIMONS. Thank you.

Mr. BURGESS. Thank you, Mr. Chairman.

THURSDAY, MARCH 29, 1990.

COOPER LAKE AND CHANNELS, TEXAS

WITNESSES

DONALD W. ABERNATHY, VICE PRESIDENT, SULPHUR RIVER MUNICIPAL WATER DISTRICT, COOPER, TX

LYDIA BRYANT, MAYOR, SULPHUR SPRINGS, TX

RON LUMMUS, CITY COUNCIL, SULPHUR SPRINGS, TX

AUBREY WASHINGTON, CITY COUNCIL, SULPHUR SPRINGS, TX

THEL GARRISON, SULPHUR RIVER MUNICIPAL WATER DISTRICT, SULPHUR SPRINGS, TX

DANNY DUNCAN, SULPHUR RIVER MUNICIPAL WATER DISTRICT, COMMERCE, TX

IVORY MOORE, CITY COUNCIL, COMMERCE, TX

Mr. BEVILL. Mr. Abernathy is next. Your prepared statement will be made a part of the record.

Mr. Chapman, I will recognize you to introduce these witnesses.

Mr. CHAPMAN. Mr. Chairman, they are my constituents. I'd like the Vice President of the Sulphur River Municipal Water District to present his testimony, so let me just at this point turn it over to Mr. Don Abernathy, who is certainly a long time supporter of our lake project.

Mr. ABERNATHY. Mr. Chairman and Members of the committee, my name is Don Abernathy, Vice President of the Sulphur River Municipal Water District of Cooper, Texas.

It is indeed both an honor and a pleasure to have the opportunity to appear before this committee today. Our delegation has been appearing before this committee the last 36 years, and I would like to commend the committee for their continued support of the Cooper Lake Project.

I would especially like to thank the strong support of Congressman Chapman, whose district this project is in.

The Sulphur River Municipal Water District is comprised of the cities of Cooper, Commerce and Sulphur Springs and was created in 1955 by the Texas Legislature for the building of and impounding water in Cooper Lake, located in Northeast Texas.

The Cooper Lake project was initiated by Congressman Wright Patman and was authorized by the 84th Congress in 1955 in the amount of $15 million and for a storage capacity of 185,000 acre feet for flood control, drinking water, and recreation.

A contract was signed in the spring of 1968 between the U.S. Army Corps of Engineers and S.R.M.W.D., North Texas Municipal Water District and the City of Irving, Texas to build Cooper Lake.

In 1971 Judge William Wayne Justice issued a temporary restraining order halting construction of the project, but did permit the purchase of lands; and about 95 percent had been purchased by 1978 when he made the order permanent until an adequate environmental study be presented to the Court.

This order remained in effect until 1984 when the Southwestern Region of the Corps of Engineers won a reversal in the 5th Circuit Court of Appeals in New Orleans with an order for the work to begin on the Cooper Lake Project.

By this time, the project has been increased to 441,000 acre feet and would inundate 26,000 acres of the 40,000 purchased to build the project at a total project cost $140 million.

The dam is over 70 percent complete today. Impoundment of water is scheduled to begin in late Summer 1991.

The Corps of Engineers has requested $17.4 million for Cooper Lake, and the Sulphur River Municipal Water District urges the committee to fund this amount for fiscal year 1991 to continue construction of Cooper Lake.

Upon completion, this will end 36 years of frustration and improve the quality of life in East Texas.

[The statement of Donald W. Abernathy follows:]

ENERGY AND WATER DEVELOPMENT SUBCOMMITTEE ON APPROPRIATIONS
HOUSE OF REPRESENTATIVES

REQUEST FOR APPROPRIATION OF $17,400,000.00

FOR CONSTRUCTION OF

COOPER LAKE AND CHANNELS

Submitted by:
DONALD W. ABERNATHY

SULPHUR RIVER MUNICIPAL WATER DISTRICT
OF TEXAS

P.O. BOX 310
COOPER, TEXAS 75432

COOPER LAKE AND CHANNELS

ENERGY AND WATER DEVELOPMENT SUBCOMMITTEE ON APPROPRIATIONS
HOUSE OF REPRESENTATIVES

Requesting $17,400,000.00

MR. CHAIRMAN AND COMMITTEE:

My name is Donald W. Abernathy, Vice-President of the Sulphur River Municipal Water District of Cooper, Texas.

It is indeed both an honor and a pleasure to have the opportunity to appear before this committee today. Our delegation has been appearing before this committee the last thirty-six years, and I would like to commend the committee for their continued support of the Cooper Lake Project. I would especially like to thank the strong support of Congressman Chapman, whose district this project is in.

The Sulphur River municipal Water District is comprised of the cities of Cooper, Commerce and Sulphur Springs and was created in 1955 by the Texas Legislature for the building of and impounding water in Cooper Lake, located in North East Texas.

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$15 million and a storage capacity of 185,000 acre feet for flood control, drinking water, and recreation.

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In 1971 Judge William Wayne Justice issued a temporary restraining order halting construction of the project, but did permit the purchase of lands, and about 95% had been purchased by 1978 when he made the order permanent until an adequate environmental study be presented to the Court. This order remained in effect until 1984 when the Southwestern Region of the Corps of Engineers won a reversal in the 5th Circuit Court of Appeals in New Orleans with an order for the work to begin on the Cooper Lake Project.

By this time the project had been increased to 441,000 acre feet and would inundate 26,000 acres of the 40,000 purchased to build the project at a total project cost of $140 million.

The dam is over 70% complete today. Impoundment of water is scheduled to begin in late Summer 1991.

The Corps of Engineers has requested $17.4 million for Cooper Lake and the Sulphur River Municipal Water District urges the committee to fund this amount for FY 1991 to continue construction of Cooper Lake. Upon completion this will end 36 years of frustration and improve the quality of life in East Texas.

Mr. ABERNATHY. Mr. Chairman, we have some local people here that I would like to introduce into the record.

Mr. BEVILL. All right.

Mr. ABERNATHY. We have Mr. Ron Lummus from the City Council of Sulphur Springs.

We have Aubrey Washington from the Council of Sulphur Springs.

We have Mr. Thel Garrison, a member of the Sulphur River Water District from Sulphur Springs.

We have Mr. Ivory Moore from the Council of the City of Commerce.

And we have two witnesses that would like to make a brief statement, Ms. Lydia Bryant, the Mayor of Sulphur Springs, Texas; and Danny Duncan, a member of the Water Board from Commerce, Texas.

Mr. DUNCAN. Mr. Chairman and committee Members, my name is Danny Duncan, and I also represent the Sulphur River Municipal Water District Board.

I was a baby when I first appeared before this committee. Seriously, as you know, all the former Members aren't with us any more, and that is how long this project has been going on.

It's difficult for me not to get excited when talking about this project. The Congressman and I were talking earlier, and the flood control is very important. And that is what it was designed for.

We are ready to take off the economic wraps on this, and already we are seeing the benefits that this committee has given us by appropriating monies.

Sulphur Springs has a Fortune 500 company looking at them presently. Cooper is going out and seeking independent industry. Before they couldn't do it without a water source.

In Commerce, we just passed a $2.9 million school bond issue. The rights on that are going to be lowered because of the Cooper Lake project.

They took this into consideration on their prospectus. Therefore, as mentioned earlier, we talked about the West End Access. Last year this committee approved the West End. We are now going to direct traffic patterns around it because of this committee' appropriation.

I therefore respectfully request that funding be continued on this project.

[The statement of Danny Duncan follows:]

TESTIMONY OF MR. DANNY DUNCAN

SULPHUR RIVER MUNICIPAL WATER DISTRICT

HOUSE APPROPRIATIONS SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

MARCH 29, 1990

Mr. Chairman and Committee Members. My name is Danny Duncan and I am appearing before you today on behalf of the Sulphur River Municipal Water District.

In the past, we have witnessed before this Committee about the need for Cooper Reservoir and Channels and what it will mean in terms of water supply and flood control. It does mean that thousands of people in the area will have an available supply of water at reasonable prices.

I think that it is time to take the wraps off of the economic possibilities for the area. Sulphur Springs is experiencing industrial growth, even in difficult times. It is my understanding that a Fortune 500 company is seriously considering locating a plant there. One of the major selling points, of course, is Cooper Lake with the large source of raw water and the added attraction of fishing, hunting and recreation. Cooper also is experiencing industrial growth. Before, it was difficult to recruit industry with little or no water supply. Cooper will also benefit from the Doctor's Creek Park, which is directly in their back door. Commerce has already seen a significant benefit. Recently, a $2.9 million school bond passed. The interest rate on those bonds was lower because of Cooper Lake and the West End Access, which was approved by this Committee last year. What this means is savings in tax dollars to the citizens of the area as they will be paying less interest.

As mentioned earlier, the West End will add an additional entrance to the facility. This will enable emergency units to be able to readily handle accidents that may occur in the West End area. It should also develop a traffic pattern that will benefit the west and northwest area of the reservoir and compliment the Doctor's Creek Park.

I, therefore, respectfully request that funding be continued on this vital project in the amount of $17.4 million.

Ms. BRYANT. Good morning. I am Lydia Bryant, the Mayor of Sulphur Springs, and I would like to again thank you for allowing us to testify this morning.

I would like to just briefly add that the City of Sulphur Springs is currently involved in a joint project with North Texas as Municipal Water District and the City of Irving in an intake structure.

That structure will have a maximum capacity when it's completed of pumping 220,000,000 gallons of water per day, and Sulphur Springs has 10 percent of this capacity.

That water is going to be not only a much better source of drinking water for our city and those that we serve but will also be a shot in the arm of the local economy, as well, as the other gentlemen have stated.

Therefore, since we have already been expending our tax dollars on this intake structure today, we would once again urge you to fully fund this project so that it may stay right on schedule and a little bit ahead if you could manage it.

Thank you.

Mr. ABERNATHY. Mr. Chairman, if I may address the committee just one further second.

I would like to renew the agreement that you and I made last year, that if you would keep our good Congressman on this committee, we will send him back to you this fall.

Mr. BEVILL. We are going to keep him. He's very critical to this committee.

Mr. Chapman, would you like to say anything?

Mr. CHAPMAN. Thank you, Mr. Chairman.

I just wanted to thank Don Abernathy; Don Duncan; Mr. Garrison, with whom I worked for many years; Aubrey Washington; Ron Lummus—by the time we got out of college together we started in the local JCs and have been close friends ever since; and Ivory Moore who does an outstanding job on the City Council in the City of Commerce. I want to thank all of them, for taking their time to come here.

Let me add my thanks to you, Mr. Chairman, and you, Mr. Myers, because of your support last year for this project, and specifically for giving us a third access point at the west end of this project and also for holding Congress' feet to the fire on their 1955 commitment to the recreational aspects of this project.

And I want to say this in front of the folks from back home. Without our Chairman, and without our Ranking Member, Mr. Myers, we would not have been able to do what we were able to do. That has now given us not only the capacity for flood control, but has provided economic development benefits that will be second to none in any project in our state.

So I want to thank you, John, and our Chairman for that tremendous support last year. This dam will be finished within about 18 months. It just started impounding water. It's literally a dream of so many people.

My dad came up here to testify before this subcommittee in 1955, when he was in the State Legislature, for the authorization, and it's an exciting project. I want the home folks to know I really appreciate your help and that we appreciate you all coming.

It's important that you are here.

Mr. MYERS. Thank you, Jim. Thanks for your testimony, Jim.

THURSDAY, MARCH 29, 1990.

GRAND HAVEN HARBOR

WITNESS

HON. FRED UPTON, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MICHIGAN

Mr. BEVILL. Our good friend and colleague, Congressman Fred Upton, is here. Fred, the Chair recognizes you.

Mr. UPTON. Thank you, Mr. Chairman.

I am delighted to be here this morning, and I thank you for the opportunity to come.

I know that we have a vote pending, and as one that has not missed a legislative vote so far in four years, and Mr. Natcher is watching me, I pledge to be expeditious.

And I would ask unanimous consent to put my remarks in the record as printed, and I would just briefly summarize them.

Mr. BEVILL. Your prepared remarks will be made part of the record.

Mr. UPTON. Thank you, Mr. Chairman.

The Port of Grand Haven is one of the State of Michigan's busiest harbors in terms of commercial tonnage.

The Grand Haven Deepening Project was authorized in Section 202 of the Water Resources Development Act of 1986 and is ready to begin the preconstruction, engineering, and design (PE&D) phase of the development.

Although I am aware of the budgetary constraints facing the Appropriations Committee, I strongly believe that funds to begin the PE&D phase in Grand Haven will be funds well spent.

If funds were appropriated by the committee, the Corps would initiate a re-evaluation report to review project alternatives designed to reduce the authorized scope of the proposed deepening.

This approach would maximize the project benefits while minimizing the cost to the Federal Government.

The approach would cut the estimated construction costs approximately by half, while substantially retaining the project benefits.

The estimated costs for the entire four-year PE&D phase is $875,000. However, based on information I requested from the Detroit District Office yesterday, the approved Corps capability to initiate PE&D is only $350,000.

Grand Haven agrees with the Corps regarding this cost-effective approach to the project. You will be pleased to know that the City of Grand Haven formally recognized the local cost sharing requirements for construction projects in a resolution approved by the City Commission only last year.

In addition to local support, this project enjoys the State of Michigan's support. The Michigan Department of Transportation, as part of its official responsibilities to coordinate commercial ac-

tivities with the Army Corps of Engineers in Michigan, has given this project high priority.

Furthermore, I should point out that if funds for this phase of the project are not appropriated by November 17, 1991, this project will be deauthorized.

As a member of the Public Works and Transportation Subcommittee on Water Resources, I am mindful of how costly and time-consuming the reauthorization process is. I hope that this committee considers this additional impetus for funding.

From all of these facts, I must conclude that spending $350,000 toward the Grand Haven Harbor Deepening Project would be a wise federal investment. It would avoid costly reauthorization of a meritorious project that enjoys substantial support. I hope that the committee will ultimately share this conclusion.

[The statement of Hon. Fred Upton follows:]

STATEMENT OF CONGRESSMAN FRED UPTON

BEFORE

ENERGY AND WATER APPROPRIATIONS SUBCOMMITTEE

ON

MARCH 29, 1990

IN SUPPORT OF

GRAND HAVEN, MICHIGAN HARBOR DEEPENING PROJECT PE&D

==========

SUMMARY

Congressman Upton urges the Appropriations Committee to consider funding initiation of the Preconstruction, Engineering, and Design phase of the Grand Haven Harbor Deepening Project which was authorized in Section 202 of the 1986 Water Resources Act. Such funding would allow the Army Corps of Engineers to conduct a re-evaluation report designed to maximize project benefits while substantially reducing the cost of the project to the federal government and the local sponsor. Appropriations during Fiscal Year 1991 would also prevent the project from being deauthorized, and therefore avoid the costly necessity of reauthorizing the Grand Haven Harbor Deepening Project in a subsequent year.

The Port of Grand Haven is one of the State of Michigan's busiest harbors in terms of commercial tonnage. Grand Haven is located in Ottawa County, and is part of the Grand Rapids Metropolitan Statistical area. As such, Grand Haven serves as the primary port for the whole Grand Rapids metropolitan area. The harbor is utilized extensively for both commercial and recreational purposes.

The Grand Haven Harbor Deepening Project was authorized in Section 202 of the Water Resources Development Act of 1986, and is ready to begin the Preconstruction, Engineering, and Design (PE&D) phase of development. The deepening of this harbor would have substantial economic benefits to western Michigan as well as to the improvement of interstate commerce.

As you are well aware, the Fiscal Year 1991 Executive Budget Recommendations proposed funds for only two PE&D new starts. Unfortunately, Grand Haven Harbor was not one of the two.

Although I am aware of the budgetary constraints facing the Appropriations Committee, I strongly believe that funds to begin the PE&D phase in Grand Haven would be funds well spent. If funds were appropriated by the Committee, the Corps would initiate a re-evaluation report to review project alternatives designed to reduce the authorized scope of the proposed deepening. This approach would maximize the project benefits while minimizing the costs to the federal government.

Specifically, if funds were appropriated during Fiscal Year 1991 for PE&D, the Corps would conduct a one year long review of proposals to reduce the channel width of the originally proposed project. The benefits of this approach are obvious: it would still deepen the channel to the seaway depth of 27 feet, but would apparently eliminate the need to alter the existing revetments. In more practical terms, by deepening the channel to allow one instead of two fully loaded vessels to enter or leave the harbor at any given time, the costs would be dramatically reduced. This approach would cut the estimated construction costs approximately by half (from est. $19.4m to (est. $12.4m to $7m)), while substantially retaining the project benefits.

The estimated cost for the entire four-year PED phase is $875,000. However, based on information I requested from the Detroit District office yesterday, the approved Corps capability to initiate PE&D is $350,000.

Grand Haven agrees with the Corps regarding this cost effective approach to the Harbor Deepening Project. In fact, I think the Committee will be pleased to know that the City of Grand Haven formally recognized the local cost sharing requirements for construction projects (as required by the 1986 Act) in a resolution approved by the City Commission last year.

In addition to local support, this project enjoys the State of Michigan's support. The Michigan Department of Transportation, as part of its official responsibilities to coordinate commercial activities with the Army Corps of Engineers in Michigan, has given this project high priority.

Furthermore, I should point out that if funds for this phase of the project are not appropriated by November 17, 1991, this project will be deauthorized. As a member of the Public Works & Transportation Subcommittee on Water Resources, I am mindful of how costly and time-consuming the reauthorization process is. I hope that this Committee considers this additional impetus for funding.

From all of these facts, I must conclude that spending $350,000 toward the Grand Haven Harbor Deepening Project would be a wise federal investment. It would avoid costly reauthorization of a meritorious project that enjoys substantial support. I hope that the Committee will ultimately share this conclusion.

CORPS OF ENGINEERS
FUNDING CAPABILITIES FOR FISCAL YEAR 1991
IN MICHIGAN 9th DISTRICT

DATE: 28 March 1990.

NAME OF PROJECT	CATEGORY	BUDGET	CAPABILITY	PURPOSE OF ADDITIONAL CAPABILITY
GRAND HAVEN HARBOR,MI	PRECONSTRUCTION ENGINEERING AND DESIGN	0	$ 350,000	INITIATE PED

1202

ALTHOUGH PROJECT AND STUDY CAPABILITIES REFLECT THE READINESS OF THE WORK FOR ACCOMPLISHMENT, THEY ARE IN COMPETITION FOR AVAILABLE FUNDS AND MANPOWER ARMY-WIDE. IN THIS CONTEXT, THE CAPABILITY AMOUNTS SHOWN CONSIDER EACH PROJECT OR STUDY BY ITSELF WITHOUT REFERENCE TO THE REST OF THE PROGRAM. HOWEVER, IT IS EMPHASIZED THAT THE TOTAL AMOUNT PROPOSED FOR THE ARMY'S CIVIL WORKS PROGRAM IN THE PRESIDENT'S BUDGET IS THE APPROPRIATE AMOUNT CONSISTENT WITH THE ADMINISTRATION'S ASSESSMENT OF NATIONAL PRIORITIES FOR FEDERAL INVESTMENTS AND THE OBJECTIVES OF AVOIDING LARGE BUDGET DEFICITS AND THE SERIOUS ADVERSE EFFECT THAT GOVERNMENT BORROWING IS HAVING ON THE NATIONAL ECONOMY. IN ORDER TO MAINTAIN THESE OVERALL BUDGETARY OBJECTIVES, WE COULD ONLY UTILIZE ADDITIONAL FUNDS ON INDIVIDUAL PROJECTS AND STUDIES IF OFFSETTING REDUCTIONS WERE TAKEN.

RESOLUTION CONCERNING ENGINEERING AND DESIGN ASPECTS OF THE GRAND HAVEN HARBOR DEEPENING PROJECT

WHEREAS, the Grand Haven City Council understands the cost sharing requirements of the Water Resources Development Act of 1986, and agrees with the terms and conditions of a draft local cooperation agreement, and

WHEREAS, the Grand Haven City Council concurs with the concept of the authorized Grand Haven Harbor Deepening Project and desires federal funds be obtained in order to initiate detailed engineering and design activities for the project, and

WHEREAS, the Grand Haven City Council believes that project costs can be minimized and project benefits maximized by considering alternative channel dimensions and depths, and revetment stability during the engineering and design stage of the project.

NOW, THEREFORE BE IT RESOLVED that the Grand Haven City Council recommends that federal funds be obtained to initiate detailed engineering and design activities for the Grand Haven Harbor Deepening Project.

BE IT FURTHER RESOLVED that the Grand Haven City Council recommends that in the engineering and design stage of the Grand Haven Harbor Deepening Project that alternative channel dimensions and depths, along with revetment stability be considered, and that their cost allocation be re-evaluated with a view to minimize costs and maximize benefits for both the federal government and local government.

CERTIFICATE

I, Nancy A. Collins, City Clerk of the City of Grand Haven, County of Ottawa, and STate of Michigan, do hereby certify that the above is a true and correct copy of a resolution which was unanimously adopted by the Grand Haven City Council at their regular meeting held on Monday, July 10, 1989.

NA Collins

Nancy A. Collins, City Clerk

July 21, 1989

Date

Mr. BEVILL. Thank you very much for your fine presentation, and we will certainly work with you, Fred. The committee will now stand in recess for five minutes.

Mr. UPTON. Thank you Mr. Chairman.

[Recess.]

THURSDAY, MARCH 29, 1990.

GARRISON DIVERSION UNIT

WITNESSES

HON. BYRON L. DORGAN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NORTH DAKOTA

GEORGE SINNER, GOVERNOR, THE STATE OF NORTH DAKOTA

CHARLES RICHTER, CHAIRMAN, GARRISON DIVERSION CONSERVANCY DISTRICT

EDWARD LONE FIGHT, CHAIRMAN, THREE AFFILIATED TRIBES

C. EMERSON MURRY, GARRISON DIVERSION CONSERVANCY DISTRICT

Mr. BEVILL. We are pleased to have our good friend and colleague, Congressman Byron Dorgan here. At this time, Byron, the Chair will recognize you, and you may proceed as you wish.

Mr. DORGAN. Mr. Chairman, thank you very much.

We are here to discuss the Garrison Diversion Unit that we have discussed with you many times in the past. You have been very helpful, as has this subcommittee, in trying to keep the promise that the Federal Government made to our State of North Dakota.

This year we are in a little different position. As you know, the President has recommended that this project be scrapped, and requested no funding for the project. We want to talk a little about that today, and I am joined by Governor Sinner of North Dakota and by Charles Richter, who is the Chairman of the Garrison Diversion Conservancy District, also by Ed Lone Fight, who is the Chairman of the Three Affiliate Tribes, and also Emerson Murry, who represents the Garrison Conservancy District.

We will be very brief, but this project is very important to North Dakota's economic growth and jobs for our future. It is the second half of a deal, a bargain that was made between us and the Federal Government.

The first half of which was completed, which levied all of the costs on us, and gave all of the benefits to the downstream states. Now, the second half of that bargain is to divert the water from behind the dam to promote irrigation and economic development.

In the late 1880s, Sitting Bull and Chief Joseph wanted it understood that it didn't matter so much to them what Washington said. What mattered was what Washington did. They, of course, experienced broken promise after broken promise, broken treaty after broken treaty. Some of us are a little late in understanding Sitting Bull and Chief Joseph, but it is becoming clearer now, as we watch the President submit a budget that says, "you know that old promise that we will give you some benefits if you experience all these costs, well, that promise doesn't mean much."

That doesn't make sense to us. We live in a world in which we believe in keeping our word. The Federal Government has a responsibility to keep its word to us.

Fifty years ago the Federal Government officials came to North Dakota and said we want to harness the Missouri so that downstream states have benefits. They said, we know you won't accept that flood for nothing; if you accept that flood that comes and stays forever, we will give you something. We will allow you a project that diverts the water from that flood for constructive development in your state.

North Dakota as a Semiarid State, gets 15 to 16 inches of rainfall a year. We have had two years of drought, and we face possibly a third. If ever the benefit of a major water development program is obvious to those of us who are working for North Dakota's future is now.

This is a critically needed project. We desperately need this Congress to enforce the federal commitment to the people of North Dakota. We cannot allow the President's recommendation to stand.

We hope to visit with the President. We have talked to Mr. Darman and Mr. Lujan and others in the Administration, and we hope they will reevaluate that initial judgment, because we think the judgment is wrong.

Let me read to you a letter, June 12, 1986, addressed to me:

"Dear Byron"—let me just read one paragraph—"I am confident that the Garrison Reformulation Act addresses the water needs that are so vital to your state while maintaining a fiscal integrity consistent with my Administration's efforts to ensure that only truly cost effective projects are constructed." Signed, "Ronald Reagan."

I would like, as your committee evaluates this project, for you to understand that we cut this project, we cut it again, and then we came back and cut it again over four years, and in 1986 the President says, that is fine, it meets all our tests, our half of the bargain is to build this for you.

That is the promise we have got to keep. And, Mr. Chairman and Congressman Myers and others on this committee who have been so helpful to North Dakota, we, again, ask you to understand this project and to work with us. Let's work to change the Administration's mind. Let's build this project for North Dakota, because it is needed and we expect the Congress and the Administration to keep their commitments.

Having said all that, let me introduce Governor Sinner from North Dakota for a statement.

Thank you, Mr. Chairman, Congressman Myers.

Mr. BEVILL. Each of your prepared statements will be made a part of the record, and if you want to governor, you can summarize.

Governor SINNER. I will try to go through this quickly. I know that Mr. Darman doesn't have any understanding of the agreement that was reached in the reformulation of the Garrison project, but I talked to him personally and he said that they are looking at reviewing it. That is extremely poor.

There are a whole host of things that have happened in the history of this project that make many things going unannounced sort

of nonsensical in terms of the kinds of agreements that Byron just mentioned, the renegotiations, the incredible progress and the leadership that North Dakota has taken on preservation, so the whole thing is very frustrating to us, and I would tell you that people teeter on absolute outrage at what has taken place.

It isn't just the development project in the state; our population has been inscrutably hurt by the project. There are loss of even elementary things like water distribution systems sitting with half of their hand taken by the dam, they have never been given funding to even establish distribution systems.

All those facets make what has developed here a very frustrating business for all of us.

I want to leave the rest of my prepared remarks and make a comment by the IG report. What is incredible about the IG's report is that I guarantee you, if you take any project, I don't care how big or small, and you break out one portion of it, separate it from the entire project, I will guarantee that I can prove that any part of any project is not going to work out financially, and that's a fact.

Secondly, what is even more devastating about it, and disillusioning about the report, is that the IG has absolutely no comprehension of the environmental values and the wildlife advantage of this project, which was the goal of the restructuring.

There is not a penny attributed to benefits for all of the tremendous environmental advantages. Many wildlife groups have come to support the project because of those advantages. The IG report uses the same old historic construction, hands on, touchable benefits, ignores all of the wonderful economic benefits as well as environmental benefits that come from the economic input that affects the wildlife and environment in this project.

But the report is badly flawed in that regard. I suspect if we were accurate, when you consider the billions of dollars we spend to reestablish wetlands, and I have to say this in addition, I get a little irritated by people that come, never been to North Dakota, have come from states that have long since abandoned all their wetlands and sit from afar and lecture to us about not having taken leadership in wetlands. We have done so much that I had one of my staff prepare a list of things we have done.

The first no-net loss law in the United States was passed in North Dakota in 1987. That is where the idea was conceived. It is a very effective law. We have done—the idea of including wetlands in CRP came from a task force on wetlands in North Dakota.

The first and only agreement between the federal agency and the state exists in the management of wetlands. It is an agreement that was signed by the Fish and Wildlife Service.

I personally spent 100 hours of my time working out the agreement. It was a very good agreement, and there are some things that have happened in North Dakota and we have retained a high majority of wetlands in what everybody here knows, everybody comes from a state that has wetlands, but we have undertaken even to get our people to work together, to see that there is a long-term benefit of working together, and it has not been easy, but we have been, I think, to a large degree successful.

So I—both from the point of view of the fact that we have sincerely tried to make this project an enhancement of the environ-

ment and of the wild life habitat, and because there has been such an outrageous abuse of the upper basin states, not just North Dakota, that give up a host of things—I plead with you to help us continue this project.

[The statement of Governor Sinner follows:]

TESTIMONY
BEFORE THE SUBCOMMITTEE
FOR ENERGY AND WATER DEVELOPMENT
GEORGE A. SINNER
GOVERNOR OF NORTH DAKOTA
March 29, 1990

My name is George Sinner. I am the Governor of the State of North Dakota. Thank you for the opportunity to personally urge you and your committee to put funds into the 1991 budget for the Garrison Diversion Project.

The President's budget, as you know, did not include funds for the Garrison Project. In visiting with Mr. Richard Darman, Director of the Office of Management and Budget, I have learned he was not aware of the 1986 Reformulation of the Garrison Project and the commitment that had been made to this project and I certainly do not fault him for that. The Congress as well, in reformulating the project, recognized that North Dakota was long overdue in its receipt of a project in return for the loss of 550,000 acres of Missouri River bottomland. The land was given up for the construction of the Oahe and Garrison Dams. These two dams are part of the 1944 Pick-Sloan Plan, which provides flood control for the lower basin states, hydropower, water supply, recreation and navigation, as well as other benefits to the country. Flood control alone has saved over $4 billion in damages to the Missouri River Basin. Power generation, of which North Dakota receives only a small portion, exceeded all expectations, yet the promised benefits to North Dakota are practically unfulfilled.

Recently, a blue ribbon panel in North Dakota concluded the Vision 2000 economic development study for our state. It identified the Garrison Diversion Project as a critical element of the State's future. And water is an absolute critical component of our rural development efforts. The project will help to strengthen the economy of the state by providing a water supply to over 100 communities in the state, supplying water to agricultural industries, providing water for fish and wildlife management and, of course, stabilization of the livestock industry through irrigation of forage crops.

Devils Lake, a tremendous recreation area for the upper Midwest, is in dire need of water because of the recent drought. It represents an annual industry of more than $30 million which, if lost, would have a devastating impact to our state. Providing water from the Garrison Diversion Project, the only permanent solution, will help to maintain this means for fish, wildlife and recreation.

The Garrison Diversion Project, as now proposed, will be one of the most environmentally sound projects in the country. In addition to the normal mitigation required for a project of this nature, a Wetlands Trust was created to ensure enhancement of wildlife habitat. Even more significantly, North Dakota was way ahead of the rest of the nation in adopting legislation for the no-net loss of wetlands. This has been in effect since 1987 and is working well. North Dakota produces more waterfowl than any other of the lower 48 states, so it is very significant that we have taken a leadership role in wetlands conservation.

In another landmark effort by North Dakota, we have developed a working agreement with the U.S. Fish and Wildlife Service for dealing with and resolving wetlands disputes in North Dakota. It was signed by the state and this federal agency and remains a model of national policy that should replace mandates and unyielding law as the method to manage the earth's treasured resources. These efforts are part and parcel of the agreed upon plan to use Garrison water wisely in North Dakota.

The Garrison Project is of major significance for the Indian Municipal, Rural and Industrial Water Supply Program, as well. Three reservations in North Dakota that will benefit from this program are in desperate need of good quality drinking water. Projects on these reservations would be soon constructed if funds can be provided and, at least in part, mitigate the severe damages suffered on the reservations when the flood control dams were built.

Mr. Chairman and members of the Committee, I urge you to appropriate funds into the 1991 budget. Charles Richter, Chairman of the Garrison Diversion Conservancy District, will follow me and will outline North Dakota's proposal for a $45 million appropriation. This is the minimum amount necessary to continue this project and to allow it to move forward for the benefit of the people of our state.

Mr. DORGAN. Let me introduce Charlie Richter.

Mr. RICHTER. In the interest of time, my names is Charles Richter.

Mr. BEVILL. We have got three minutes left.

Mr. RICHTER. And we have one more.

Mr. BEVILL. You can summarize your remarks. That will be fine.

Mr. RICHTER. I will summarize my remarks.

We ask the Congress to not add to the litany of broken promises and commitments to the State of North Dakota, but rather to reaffirm the commitment of the Federal Government to a statutory, contractual and moral obligation by providing a reasonable level appropriation for the Garrison Diversion project in fiscal year 1991.

It may not be possible under the constraining fiscal situation of the Federal Government to provide $70 to $80 million that the project should be receiving in 1991, but we strongly urge an appropriation of $45 million based on the attached proposed budget to at least in a minimal way meet the commitment that we so strongly desire.

[The statement of Mr. Richter follows:]

GARRISON DIVERSION CONSERVANCY DISTRICT
PO BOX 140
CARRINGTON, NORTH DAKOTA 58421 701-652-3194

March 26, 1990

The Honorable Tom Bevill, Chairman
Subcommittee on Energy and Water Development
2362 Rayburn House Office Building
Washington, DC 20515

Dear Chairman:

My name is Charles A. Richter, Chairman of the Garrison Diversion Conservancy District in North Dakota. I appreciate this opportunity to file a statement in support of adequate appropriations for the Garrison Diversion Project. I will summarize this statement in my verbal testimony before the Committee.

The 1944 Pick-Sloan Missouri Basin Program was driven by the need to provide downstream flood protection for the Lower Basin States following the disastrous 1943 floods. To a lesser extent, it was driven by the desire to provide navigation benefits to the Lower Basin States and power generation benefits to all the states in the general region. North Dakota accepted the permanent flooding of 550,000 acres of rich river bottom land as reservoir sites in order to provide these benefits for the Lower Basin States. This sacrifice has cost North Dakota over $1.5 billion in lost personal income in 1984 dollars since the dams were closed. This is a huge loss for a small state of 652,000 population. North Dakota's benefit from participation in the program was the federal statutory and master contract commitment to provide slightly over one million acres of irrigation to stabilize the economy in this drought-prone state.

Because a relatively high proportion of this flooded river bottom land was found within two Indian reservations in North Dakota, the impact upon the Standing Rock Sioux Tribe and the Three Affiliated Tribes was especially severe.

The long history of delay and broken commitments on the part of the federal government under the 1944 Act is well-known. North Dakota waited 21 years after its passage before irrigation the 1944 Act promised was finally authorized in 1965. Even then, it was for only a phase of 250,000 acres and not the one million acres committed in the 1944 Act. This was only the first of a long series of broken commitments.

OFFICERS AND DIRECTORS

Charles A. Richter, Chm., New Rockford
Norman D. Haak, 1st V. Chm., Oakes
Robert Strand, 2nd V. Chm., Portland
C. Emerson Murry, Manager, Carrington

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The project was included in a presidential "hit list" during the 1970s, and the Department of Interior's support for the project then evaporated in spite of statutory obligations and contracts with the State of North Dakota. Consequently, the project slowed to a halt. The Secretary of Interior subsequently compromised a lawsuit brought by an environmental organization by agreeing to halt the project. His decision was finally overturned by a Federal Court decision in a lawsuit brought by the State of North Dakota.

Following a report by the International Joint Commission under the 1909 Boundary Waters Treaty, the federal government unilaterally agreed to suspend any activity leading to irrigation in the Hudson Bay watershed and, after much negotiation, finally agreed to proceed only with an 85,000-acre project portion that was entirely within the Missouri River watershed.

In 1984, the project was stopped entirely while a congressionally mandated special commission studied the project and made recommendations for radical change. This resulted in a proposal for a further permanent reduction of irrigation acreage from 250,000 to 113,000 acres, plus 17,000 acres on Indian reservations. In addition, the report would deauthorize several essential reservoirs and substitute costly and inefficient canals and water holding areas. This report again disregarded commitments of law and contracts with the State of North Dakota.

With the passage of the Garrison Diversion Unit Reformulation Act of 1986 (designed to meet environmental and other concerns) and the recommitment of the Congress and the Administration to the project, it was hoped by North Dakota that, finally, at least this smaller fraction of the 1944 promise would be kept by the federal government.

This was not to be. In 1986 the Administration proposed an FY87 budget of only $2.5 million, which would mothball the project. Congress, in part, altered this effort to again break the new commitment through providing at least a modest appropriation of $35 million for FY87.

The Administration FY90 budget attempted to again practically mothball the project, in spite of promises by the Secretary of Interior that if modest appropriations were accepted for FY88 and FY89, that major appropriations would be available in 1990 and subsequent years. Again, this was another attempt to break the commitments and the 1985 reaffirmation of the federal government for even the reduced project. Congress, however, disregarded the administration budget and provided at least a minimal $30 million appropriation for FY90.

North Dakota reluctantly accepted the radically scaled-down project in 1986 in part because of the inclusion of the $200 million Municipal, Rural, and Industrial water grant program and the provision of 100 cubic-feet per second of water to the Red River for municipal and industrial purposes in eastern North Dakota.

This year, the Office of Management and Budget recommended no funds in the Administration FY91 budget. This would not only mothball the irrigation and central facility portion of the project, but would bring the municipal and rural water programs to a complete halt, in spite of the engineering work and the contracts that are outstanding. Termination of ongoing construction contracts would result in substantial damage payments to contractors, with no gain to either the federal government or North Dakota.

The Administration budget would also provide no funds to meet municipal and rural water needs upon the Indian reservations, as contemplated in the 1986 Reformulation Act when $20 million was authorized for this purpose, nor would it provide a single dollar as a down payment upon the $67 million irrigation program authorized on Indian reservations in 1986.

A zero budget would also break a commitment to the state and its environmental and wildlife community through stopping development on the major blocks of mitigation and enhancement wetlands and habitat. Further, wildlife refuge mitigation and enhancement would be indefinitely postponed.

We ask the Congress to not add to the litany of broken promises and commitments to the State of North Dakota, but rather to reaffirm the commitment of the federal government to its statutory, contractual, and moral obligations by providing a reasonable level of appropriations for the Garrison Diversion Unit Project in FY91. It may not be possible under the constrained fiscal situation of the federal government to provide the $70 to $80 million that the project should be receiving in FY91, but we strongly urge an appropriation of $45 million, based on the attached proposed budget, to at least in a minimal way meet the commitment that we so strongly feel exists.

Sincerely,

Charles A. Richter
Chairman

CAR/srm

Enclosures

DATE: 1/10/90

GARRISON DIVERSION UNIT
FY-1991 FUNDING REQUEST
45 MILLION PROGRAM

FEATURE	CONTRACTS AND STUDIES	NON-CONTRACT (ADMIN. OVERHEAD)	TOTAL
	----------MILLION DOLLARS----------		
OPERATION & MAINTENANCE McClusky Canal New Rockford Canal Snake Creek Pump Plt. Oakes Test Area	3.25	1.5	4.75
MR & I WATER	16.90	.2	17.10
INDIAN IRRIGATION Fort Yates	.47	.03	.50
CONSTRUCTION CONTRACTS New Rockford Canal Oakes Test Area	12.48	1.5	12.98
WILDLIFE FACILITIES	2.75	1.0	3.75
WETLAND TRUST FUND	2.25	-	2.25
RECREATION	1.50	.4	1.90
PRE-CONSTR. ACTIVITIES	-	.8	.80
	39.6	5.4	45.0

28-810 0 - 90 - 39

GARRISON DIVERSION UNIT
DETAIL BREAKDOWN OF FY-1991 FUNDING
45 MILLION PROGRAM

DATE: 1/10/90

DRAFT

OVERHEAD COSTS		
Salaries 105 FTE @ $31,000 (Incl. Fringes)	$ 3,230,000	
Overtime @ 3% of total salaries	100,000	
Rent, Communications, Utilities	250,000	
Materials & Supplies (office supplies)	100,000	
Travel & Per Diem (Proj. Regional, Denver, etc.)	250,000	
Transportation of Things (empl. move, frgt., etc.)	100,000	
Regional Office Direct Labor Charges	250,000	
CPA (Centralized Proj. Activities Regional Office)	690,000	
Engineering and Research Center Charges	250,000	
Data Processing Charges	100,000	
Laboratory Expenses (matls. equip. tests etc.)	80,000	
Subtotal Overhead Cost		$ 5,400,000
CONTRACTS		
OAKES TEST AREA		
Ring dikes	$ 9,720,000	
Wells and Pipe System (Incl. Design by SWC)	470,000	
Pumps and Prime Movers	430,000	
Subtotal Contract cost O.T.A.		$10,620,000
NEW ROCKFORD CANAL		
Reach 2 Contract	$ 1,860,000	
Subtotal Contract Cost N.R.C.		$ 1,860,000
OPERATION & MAINTENANCE (Contractural Work)		
MCCLUSKY CANAL/SNAKE CREEK PUMPING PLANT		
Beachbelt and Berm Drains	$ 900,000	
Gravel Envelope	160,000	
Weed Control	80,000	
Seepage Control/Easements	200,000	
Canal Dredging/Cleaning	500,000	
Miscellaneous Supplies and Equipment	160,000	
Subtotal O&M Mcclusky Canal/SCPP		$ 2,000,000
NEW ROCKFORD CANAL		
Manhole Access Ramps	$ 150,000	
Weed Control	20,000	
Membrane Lining Cover Repair	290,000	
Miscellaneous Supplies and Equipment	40,000	
Subtotal O&M New Rockford Canal		$ 500,000

OAKES TEST AREA		
Study Program GDCD/NDSU Agreements	$ 550,000	
Energy and Wheeling	60,000	
Noxious Weed Control	40,000	
Miscellaneous Supplies and Equipment	100,000	
Subtotal O&M Oakes Test Area		$ 750,000
IRRIGATION INDIAN		
Fort Yates Irrigation Facilities	$ 470,000	
Subtotal Indian Irrigation		$ 470,000
MUNICIPAL, RURAL & INDUSTRIAL WATER		
State MR&I Water		
Indian MR&I Water		
Subtotal MR&I Water		$ 16,900,000
FISH AND WILDLIFE FACILITIES		
Land Acquistion	$ 600,000	
Mitigation Development Scattered Tracts	900,000	
Lonetree Reservoir Wildlife Development	300,000	
Audubon Lake Wildlife Development	200,000	
Devils Lake Stabilization Study	200,000	
NDSU/Inter Basin Biota Study	100,000	
Refuge Monitoring	100,000	
Transfer Funds to FWL & NDGFD	350,000	
Wetland Trust Fund	2,250,000	
Subtotal Fish and Wildlife Facil.		$ 5,000,000
RECREATION FACILITIES		
Grahms Island, Devils Lake	$ 1,050,000	
Black Tiger Bay, Devils Lake	250,000	
Turtle Lake Park Board	50,000	
Shelvers Grove	50,000	
Jamestown Reservoir	100,000	
Subtotal Recreation Facilities		$ 1,500,000
TOTAL FY-1991 PROGRAM		$ 45,000,000

DRAFT

Mr. DORGAN. Mr. Chairman, representing the Indian tribes is Ed Lone Fight.

Mr. LONE FIGHT. Thank you, Congressman Dorgan.

I would like to applaud our Congressman for the excellent leadership that he has provided in the State of North Dakota, overlooking the Indian as well as non-Indian constituency.

First of all, I represent all of three tribes that are associated with the Garrison Reformulation Act. We support the Garrison Diversion's request of 45 million bucks. The tribes are in a position to turn some dirt to bring water to the Indian homes, very much needed water, good quality water.

We have the distinction of having the highest incidence of diabetes in the country, and this is directly related to the link to the type of quality water that we currently receive, and if we get the appropriation, then we would be in a better position to meet the health needs of our people.

Thank you very much.

[The statement of Mr. Lone Fight follows:]

Testimony of Edward Lone Fight

before the

Subcommittee on Energy and Water Development

of the

House Appropriations Committee

Chairman, my name is Edward Lone Fight. I am the Chairman of the Three Affiliated Tribes. The Devils Lake Sioux Tribe, the Standing Rock Sioux Tribe and the Three Affiliated Tribes thank you and the distinguished committee members for this opportunity to testify in support of funding levels necessary to implement P.L. 99-294, the Garrison Diversion Unit Reformulation Act of 1986. I am here with my North Dakota neighbors because this is a project that has widespread support because it benefits the entire state.

When the dams were constructed promises were made to the State and tribes. It was promised that those impacted by the dams would one day benefit, as others had, from the construction. This hearing is not really about appropriations for water projects. It is about promises; those made in the past and the

promise the future holds. I would like to share with you the promise and hope that the projects associated with Garrison hold for three impoverished Indian reservations.

This hearing is a clear manifestation of the willingness of Congress to fulfill the federal government's trust responsibility by providing tangible opportunities that promote Indian Self-determination. The tangible opportunities, embodied in Sections 3 and 5 of P.L. 99-294, provide economic, environmental and health benefits to the residents of the Fort Totten, Standing Rock, and Fort Berthold Indian Reservations.

The economic benefits, as consistent with Indian Self determination, afford direct tribal participation during the development and operation of the various water utilization projects authorized by the Act. Without exception the Tribes are undertaking the design and construction of project features by utilizing the authority of P.L. 93-638. This insures that the projects are truly tribal projects and that they are implemented in the most efficient manner possible. The construction of project features will also assist legitimate Indian owned construction businesses.

The environmental values are being met and maintained as the Tribes work with the Federal government, on a government to government basis, to ensure the protection of the environment.

This has involved the close coordination of the Tribes with both the Bureau of Reclamation and the Fish and Wildlife Service. It should also be noted that while none of the features associated with the project impact wetlands, the Three Affiliated Tribes are working cooperatively with entities such as the Fish and Wildlife Service and Ducks Unlimited to develop new wetlands on Fort Berthold.

The project, through the Municipal, Rural and Industrial (MR&I) program, provides innumerable health benefits. At the present time many of our residents are forced to drink heavily mineralized water. This water aggravates many of the chronic health problems prevalent among native americans. In fact, the diabetes rate on Fort Berthold is the highest of any location in the country. The MR&I components of the project will greatly alleviate these problems by providing high quality water which meets the standards set by the Safe Drinking Water Act.

The Tribes have demonstrated an excellent working relationship, specifically with the Bureau of Reclamation, in the planning and design phase of these projects. We hope to continue to build this harmonious relationship during the construction and operation phases of the projects.

The Three Affiliated Tribes have made great progress toward completing the MR&I development on Fort Berthold and are now beginning the development of operation, maintenance, and replacement programs for two of the project's components. It is vital to continue the funding of these activities, which help so much to improve the quality of life on Fort Berthold. By providing water of high quality, which will meet Safe Drinking Water Act standards, significant health problems on Fort Berthold will be mitigated. As you may be aware, a dialysis facility is being constructed on Fort Berthold this year. It is of paramount importance that this facility be provided with a reliable source of high quality water. The MR&I program is the only way to provide that source.

During the coming fiscal year the Three Affiliated Tribes have the capability to utilize the remaining authroization of approximately $4 million to further advance these much needed projects. That level of funding will complete the Phase I portion of the MR&I needs for Fort Berthold, but leave many needs unmet. It is important that the remaining authorization be appropriated expeditiously, because without an inflation adjustment factor the buying power of the authorization dramatically diminishes each year.

Both the Devils Lake Sioux Tribe and the Standing Rock Sioux Tribe are beyond the preliminary stages of implementing their components of the project and are now in the crucial phases of nearing completion of major components of their projects. The Devils Lake Sioux Tribes, after much effort and frustration now finally have approved plans to begin actual construction of an urgently needed water supply line. This line would initially provide water of good quality to 4,000 reservation Indians with plans in the future to expand the service to include 2,000 non-Indians living on or near the Reservation.

The Standing Rock Sioux Tribes continue to progress on the implementation of their MR&I system. This system provides water to major reservation communities and is much needed particularly with the lower lake levels of Lake Oahe. The Tribes continue to develop their capability to irrigate. The Act provides separate authorization for irrigation projects on both Standing Rock and Fort Berthold. The Standing Rock Sioux have begun a major expansion of their irrigation facilities, one of the economic successes of that Reservation. The appropriations should be made which would allow them to continue to develop their economy.

As can be seen, these other tribes will also be entering into the OM&R phase of the project, a graphic indication of the progress the tribes have achieved through the previous appropriations authorized by the Act.

I believe that all I have discussed above shows the great promise the future holds for the three reservations and the state as a whole. However, this promise can only be met with the help of the Congress and the federal government acting on behalf of the nation as a whole. It is now the time for the nation as a whole to keep the promises made so many years ago and share the benefits of the project with those who gave up so much.

The Indian tribes involved with the Garrison Project respectfully request the Committee to fund the project at the $45 million level as requested by the Garrison Diversion Unit. This level of funding would allow progress to continue on important Indian features of the project including MR&I and irrigation. It would keep the promise of the present and future alive. I thank you for your time and consideration.

Mr. DORGAN. Mr. Chairman, in 30 additional seconds, let me say this. We are owed this project. Fund this project, or give us the dam back, and we will generate our own power and we will build our own project.

But we want this project because it is part of a bargain we made. I must say that H.R. 1116 that President Reagan signed, you will recall, was negotiated at tables in this body, in the House of Representatives. Garrison used to be the top of the 1969 hit list, the most controversial project in the Nation. We resolved that.

Environmentalists now support his project. The President said it was cost effective when he signed the bill. That controversy is gone. We did all the things we had to do to solve that. It seems to me that Congress owes it to us to now move ahead and build this project.

Mr. BEVILL. Yes.

Well, Mr. Dorgan, I share the sentiment you express. I don't know if anyone has worked harder on this or has put more time and effort into it than you. You have done a tremendous job, and without you, this project would have folded up long ago, and we are very mindful of that. And we agree with you that the government has to keep its commitment, and I hope that we will be able to work with you and accommodate you on this.

This is a project that we would like to do. I know that. So thank each of you.

Mr. MYERS. Mr. Chairman, this committee, as you know, has always supported this project and Administrations in the past haven't always requested funds, but the committee has always supported it.

Now, the fact that the project is not in the budget this year is unfortunate, but it doesn't mean necessarily that this Administration is opposed to it. Am I correct on that? Has anyone in the Administration said they would not ever support this?

You said Mr. Darman was not aware of it, but has the President come out and said he is not ever going to support this?

Mr. DORGAN. Mr. Myers, we have had bipartisan problems.

Mr. MYERS. What is the Administration's position?

Mr. DORGAN. The Administration said that this should really be scrapped. But we discovered in conversations with Mr. Darman that, well, that was just something that sort of was recommended, and he was unaware of the Reformulation Act, unaware of the agreement, unaware of the President's position. After the meeting, we discovered that, well, you know, this sort of bubbled up. OMB really hadn't taken a look at it.

Mr. MYERS. I must say, unfortunately, that does happen, and this committee is aware of all of those things.

Mr. DORGAN. You have been very supportive, Mr. Chairman.

One final point. I have indicated in my statement some information by the Sheyenne diversion flood control project for which I am very grateful to this committee. We are nearly completed. You have done yeoman work on that and this subcommittee. Thank you very much, and please pay some attention, if you would, to the request I have made there as well.

Thank you very much.

[The statements of Hon. Byron L. Dorgan and Mr. Carl McKay follow:]

TESTIMONY OF HONORABLE BYRON L. DORGAN

APPROPRIATIONS SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

March 29, 1990

Mr. Chairman:

I first want to thank you and members of the subcommittee for your unfailing cooperation and your support for the Garrison Diversion project.

As the author of the Garrison Reformulation Act, I am again asking the subcommittee's intervention to correct what must be an error in the FY 1991 budget request. I refer to the proposed termination of the Garrison Diversion Reformulation Act on p. 125 of the FY 1991 Budget.

It appears that some budgetary zealots have zeroed out a water project in the most rural state in the nation as a way to shave some funds from the federal budget. They would do this in the name of economy and environmental protection.

Unfortunately, their green eye shades have blinded them to a cardinal principle: that the federal government must keep its commitments to the people. The Garrison commitment stems, as you know, from the promise that North Dakota would receive a major water development project in exchange for the loss of 500,000 acres of prime farm land to a dam and reservoir providing electricity and flood control to downstream states.

KEEPING A FEDERAL COMMITMENT TO NORTH DAKOTA

I underscore that the federal commitment to compensate the state of North Dakota and its Indian tribes, was made irrespective of any economic or environmental calculations. The state suffered the permanent presence of a Rhode Island sized flood and received a promise for water development in return.

However, the state did agree to build the Garrison Diversion project in a manner which took into account both cost/benefit analysis and protection of the environment. For example, the project calls for acre-for-acre mitigation of the loss of any wetlands or environmentally sensitive tracts. The state has scrupulously adhered to this policy and even established its own Wetland Trust.

Mr. Chairman, the people of North Dakota have now suffered through a decade of falling farm and energy prices and two years of drought. Garrison offers not only the fulfillment of a federal commitment, but a key ingredient in rebuilding a shaken state economy. Without Garrison, we lose the buffer of protection against drought, the ability to deliver usable water to several communities with unreliable water supplies, and the chance to promote industrial development in the Red River Valley. Nor should it be overlooked that termination of Garrison represents another broken promise to the Native Americans of our state, since a major share of the Garrison benefits would redound to the tribes.

Permit me to remind members of the subcommittee what the Reformulation Act promised. Public Law 99-294 declared that Congress sought to:

(1) "meet the water needs of the State of North Dakota, including municipal, rural, and industrial water needs... " and

(2) " offset the loss of farmland within North Dakota resulting from the construction of major features of the Pick-Sloan Missouri Basin Program, by means of a federally-assisted water resource development project providing irrigation for 130,940 acres.

North Dakota was promised $200 million for the municipal and industrial program. To date, it has received only a fraction of that money. Regardless of any alleged problems with the cost or economics of irrigation facilities, the federal government absolutely must keep its first pledge to meet North Dakota's water needs.

Moreover, North Dakota has yet to receive irrigated water for one acre of the 130,000 acre plan (excluding test plots in the Oakes Test Area).

PRESIDENT REAGAN'S SUPPORT

Let me, therefore, recall for my colleagues that President Reagan signed the Garrison Reformulation Act and sent me this congratulatory letter, which read in part:

"I am confident that this measure addresses the water needs of your state, while maintaining a fiscal integrity consistent with my Administration's efforts to ensure that only cost-effective projects are constructed."

President Reagan told me that Garrison met the test, that it was "an acceptable compromise." Now the former Vice President sends up a budget which says that Garrison no longer passes muster and that the people of North Dakota must high jump eight feet to satisfy the whims of the green-shade brigade at OMB. Ironically, OMB Director Dick Darman was also a high-ranking official in the same Reagan Administration when Garrison Reformulation became the law of the land.

I respectfully ask my colleagues if budgetary shuffles represent the fulfillment of a solemn promise enshrined in public law. I say "No" and must categorically condemn successive administrations -- Republican and Democratic alike for breaking faith with North Dakota.

I implore you to reconsider the Bush Administration's ill-advised and regrettable proposal. In the interest of fair play and economic development, I hope that you will reverse this decision and honor the federal commitment with full funding in FY 1991 in the amount of $45 million.

COMPENSATION FOR GROWTH AND DEVELOPMENT

I underscore that Garrison Diversion has a big job. Making up for the loss of one half million acres in prime farm land is a tall order.

But we must move ahead to realize this promise with a solid budget in FY 1991, after a three-year freeze has prevented Garrison from receiving appropriation levels equivalent to the $40 to $60 million levels of the mid-1980's. Instead of being at ground zero or even $30 million, Garrison funding should be restored to a level near $45 million, which the Bureau of Reclamation is fully capable of doing.

Such a budget would include:

* $4.5 million for operation and maintenance of essential features
* $17 million for MR&I water for both the state and Indian reservations, which were inundated by Pick Sloan projects
* $.5 million for irrigation at the Standing Rock Reservation
* $13 million for construction contracts for the New Rockford Canal and Oakes Test Area
* $4 million for wildlife activities
* $2 million for the Wetland Trust Fund
* $2 million for authorized recreation projects
* $1 million for pre-construction activities.

My colleagues from the Garrison Conservancy District and the Indian tribes will discuss these items in greater detail. Suffice it to say here that this budget represents the minimum needed to get Garrison back on track after being squeezed for three years and buffeted for a half dozen.

Before closing, I want to support the budget request for flood control activities on the Sheyenne River in eastern North Dakota. Despite the semi-arid climate in the state, which gives rise to Garrison Diversion, the flat prairie lands and sheet flooding of springtime makes the Sheyenne River area particularly vulnerable to disastrous flooding. Even as I testified last year, eastern North Dakota was being inundated by a spring flood.

MOVING AHEAD ON SHEYENNE RIVER FLOOD CONTROL

Last year the Committee provided start-up funding for the Sheyenne River Diversion project. Over $5 million was appropriated for the initial construction of this important flood control project. I am sure that the members of this Committee are aware of superior merits of this project. Its benefit-cost ratio is the highest of any of the new starts that received funding last year.

The Administration has proposed $8.9 million in continued funding for the Sheyenne River project. I strongly urge the Committee to provide this amount in the fiscal year 1991 appropriations bill. This project is well on its way with broad local support and no unresolved environmental concerns.

I am grateful that this Committee saw fit to fund this project last year. I am hopeful that the Committee's support for this project will continue.

Thank you again for your consideration of my requests to fully fund both the Garrison Reformulation projects and Sheyenne River flood control. I would be pleased to respond to any questions.

DEVILS LAKE SIOUX TRIBE

FORT TOTTEN, NORTH DAKOTA 58335

PHONE: 701 - 766-4221

TESTIMONY OF TRIBAL CHAIRMAN CARL R. MCKAY

OF THE DEVILS LAKE SIOUX TRIBE

FORT TOTTEN INDIAN RESERVATION

BEFORE THE HOUSE APPROPRIATIONS SUBCOMMITTEE ON

ENERGY AND WATER DEVELOPMENT

REGARDING F.Y. 1991 FUNDING APPROPRIATIONS

FOR THE GARRISON DIVERSION UNIT REFORMULATION ACT OF 1986

Carl R. McKay

CARL R. MCKAY

DEVILS LAKE SIOUX TRIBE

FORT TOTTEN, NORTH DAKOTA 58335

PHONE: 701 - 766-4221

MISTER CHAIRMAN, MY NAME IS CARL R. MCKAY AND I AM THE CHAIRMAN OF THE DEVILS LAKE SIOUX TRIBE OF THE FORT TOTTEN INDIAN RESERVATION. I APPRECIATE YOUR GIVING ME THE CHANCE TO TESTIFY IN THIS AREA OF CRUCIAL IMPORTANCE TO MY TRIBE.

UNDER SECTION 5 OF THE GARRISON DIVERSION UNIT REFORMULATION ACT OF 1986 (P.L. 99-294), "THE SECRETARY OF THE INTERIOR IS AUTHORIZED AND DIRECTED TO CONSTRUCT, OPERATE, AND MAINTAIN SUCH MUNICIPAL, RURAL AND INDUSTRIAL WATER SYSTEMS AS HE DEEMS NECESSARY OF MEET THE ECONOMIC, PUBLIC HEALTH AND ENVIRONMENTAL NEEDS OF THE FORT BERTHOLD, STANDING ROCK, AND FORT TOTTEN INDIAN RESERVATIONS." PRELIMINARY STUDIES BY UNITED STATES BUREAU OF RECLAMATION (FORT TOTTEN DECISION DOCUMENT) HAS INDENTIFIED CANDIDATE MR&I NEEDS EXCEEDING $50 MILLION. AT PRESENT, ONLY $4.5 MILLION IS AUTHORIZED AND ALLOCATED FOR USE ON MY RESERVATION. THIS CONCERNS THE DEVILS LAKE SIOUX TRIBE.

THE TRIBE HAS WORKED WITH UNITED STATES BUREAU OF RECLAMATION IN THEIR PLANNING PROCESS TO PRIORITIZE OUR OVERALL WATER NEEDS AND UTILIZE THE $4.5 MILLION TO MEET OUR MOST CRITICAL NEEDS UNDER A PHASE I PROJECT. WE HAVE ELECTED TO CONTRACT THE DESIGN AND CONSTRUCTION ADMINISTRATION SERVICE WITH PRIVATE ENTITIES TO ALLOW THE AVAILABLE MONIES TO BE EXTENDED AS FAR AS POSSIBLE. WE ARE ALSO EXPLORING COST SHARING ARRANGEMENTS WITH OTHER FEDERAL AGENCIES (HUD, IHS, ETC.) TO SEE IF WE CAN MAKE OUR MONEY GO FARTHER. LOCAL AND STATE INSTITUTIONS HAVE ALSO CONTACTED THE TRIBE TO SEE IF JOINT VENTURE PROJECTS CAN BE DEVELOPED. WE ARE REVIEWING THESE PROPOSALS TO ASCERTAIN IF THERE ARE COST SHARING FEATURES WHICH CAN BENEFIT THE TRIBES WATER NEEDS.

OUR GOAL IN PHASE I IS TO PROVIDE A SAFE, RELIABLE, POTABLE WATER SUPPLY TO THE FOUR PRIMARY INDIAN COMMUNITIES ON THE RESERVATION.

THIS WILL MEET THE NEEDS OF THE MAJORITY OF THE INDIAN HOUSEHOLDS. SELECTED RURAL WATER USERS ALONG THE MAIN WATER LINE WILL BE SERVED, IF FUNDING IS AVAILABLE.

THE DEVILS LAKE SIOUX TRIBE HAS BEEN AUTHORIZED BY UNITED STATES BUREAU OF RECLAMATION TO INITIATE OUR DESIGN OF THE PHASE, I SYSTEM. IT IS THE TRIBES' INTENT TO DESIGN AND BID FOR CONSTRUCTION MOST OF THE PHASE I MR&I NET WORK BY SEPTEMBER 30, 1990.

WE WANT THE OPPORTUNITY TO BID AND CONSTRUCT AS MUCH OF OUR MR&I SYSTEM IN 1990 AND 1991 AS POSSIBLE. THERE IS NO INFLATION CLAUSE IN THE P.L. 99-294 LEGISLATION. AS SUCH, EACH YEAR THAT CONSTRUCTION IS DELAYED RESULTS IN MORE HOUSEHOLDS NOT BEING SUPPLIED WITH BADLY NEEDED POTABLE WATER SUPPLIES UNDER THE PHASE I PROJECT. AT PRESENT, WE HAVE A GREAT CONCERN THAT ONE (1) OF THE PROJECTED FOUR (4) INDIAN COMMUNITIES MAY NOT BE SERVED BECAUSE MONIES MAY NOT BE AVAILABLE FOR THE LAST LENGTH OF OUR MR&I WATER SUPPLY LINE SYSTEM. WE CANNOT LET THIS HAPPEN.

IN SUMMARY, THE GOAL OF THE DEVILS LAKE SIOUX TRIBE IN FISCAL YEAR 1990 IS TO COMPLETE THE FINAL DESIGN FOR THE ENTIRE PHASE I SYSTEM AND TO CONSTRUCT KEY PROJECT FACILITIES (WELL FIELDS, PUMPING PLANTS, TREATMENT PLANTS, MAIN PIPELINE. ETC.). UNDER AN ACCELERATED SCHEDULE IN 1990 AND 1991. APPROXIMATELY $2 MILLION FOR F.Y. 1991 FUNDING IS REQUIRED TO MEET THIS GOAL.

THE DEVILS LAKE SIOUX TRIBE HAS DONE ALL THAT HAS BEEN ASKED OF THEM IN THE UNITED STATES BUREAU OF RECLAMATION PLANNING PROCESS. OUR PROJECT REPORT HAS BEEN ACCEPTED AND WE HAVE BEEN AUTHORIZED TO DESIGN OUR PHASE I MR&I SYSTEM. MY TRIBE WANTS THIS PROJECT DESIGNED AND CONSTRUCTED AS SOON AS POSSIBLE SO THAT INFLATION WILL NOT ERODE THE BUYING POWER OF OUR AUTHORIZED MONIES. PLEASE ALLOW OUR TRIBE, AND ALL THE CONSTITUTES OF NORTH DAKOTA THAT ARE INCLUDED IN THE GARRISON DIVERSION ACT TO MEET THESE GOALS BY PROVIDING ADEQUATE FUNDING FOR THE FORT TOTTEN INDIAN RESERVATION MR&I WORK EFFORTS AND ALL NORTH DAKOTA WATER PROJECTS F.Y. 1991 FUNDING NEEDS AND REQUEST OF $45 MILLION.

Charles W. Murphy
Chairman
Standing Rock Sioux Tribe
Fort Yates, North Dakota 58538

April 4, 1990

The Honorable Tom Bevill, Chairman
Committee on Energy and Water Development
2302 Rayburn House Office Building
Washington, D.C. 20510

Attention: Dave Gwaltney

Dear Chairman Bevill:

Enclosed please find my written statement supporting the budget proposal of the State of North Dakota and the Standing Rock Sioux, Devils Lake Sioux and Fort Berthold Tribes, for the Garrison Diversion Unit in Fiscal Year 1991. I am hoping that this statement can be included in the record of outside testimony which your Committee is developing, the weeks beginning March 26 and April 2, 1990.

As my enclosed statement suggests, our Tribe's projects under Garrison are an important part of our human and economic development. These projects also represent a first step toward overcoming the impact of losing our valuable Missouri River bottomlands, for the Oahe Dam and Reservoir Project. I very much appreciate your continued support for Garrison funding.

Sincerely,

Charles W. Murphy, Chairman
Standing Rock Sioux Tribe

Enclosure

Office Phone 854-7231

Mr. BEVILL. We have also received statements from the Standing Rock Sioux Tribe and the Mayor of Moorhead, Minnesota, which we will include in the record.

[The information follows:]

Charles W. Murphy
Chairman
Standing Rock Sioux Tribe
Fort Yates, North Dakota 58538

April 4, 1990

The Honorable J. Bennett Johnston, Chairman
Appropriations Subcommittee on Energy and
Water Development
132 Dirksen Senate Office Building
Washington, D.C. 20510

Attention: Proctor Jones

Dear Chairman Johnston:

Enclosed please find my written statement supporting the budget proposal of the State of North Dakota and the Standing Rock Sioux, Devils Lake-Sioux and Fort Berthold Tribes, for the Garrison Diversion Unit in Fiscal Year 1991. I am hoping that this statement can be included in the record of outside testimony which your Committee is developing, the weeks beginning March 26 and April 2, 1990.

As my enclosed statement suggests, our Tribe's projects under Garrison are an important part of our human and economic development. These projects also represent a first step toward overcoming the impact of losing our valuable Missouri River bottomlands, for the Oahe Dam and Reservoir Project. I very much appreciate your continued support for Garrison funding.

Sincerely,

Charles W. Murphy, Chairman
Standing Rock Sioux Tribe

Enclosure

Office Phone 854-7231

STATEMENT OF CHARLES MURPHY, CHAIRMAN - STANDING ROCK SIOUX TRIBE

Mr. Chairman and distinguished Committee members, my name is Charles W. Murphy. I present this testimony to support the state-Tribal proposal for the Fiscal Year 1991 budget for the Garrison Diversion Unit. Congress reformulated this project in Public Law 99-294, to fulfill the federal government's promise of assistance with water development, in return for the taking of our Missouri River bottomlands for the Pick-Sloan program. The fulfillment of that promise is very important to the Indian and non-Indian communities of North Dakota. Toward that end, we are asking that Congress provide $45 million for Garrison in FY 91. Of that figure, $5-8 million can be set aside for Indian municipal, rural and industrial (MR & I) water service for three North Dakota reservations and $2 million for Standing Rock irrigation.

INTRODUCTION

I serve as Chairman of the Standing Rock Sioux Tribe, the fourth largest Tribe of the Great Sioux Nation. We reside on the Standing Rock Indian Reservation in central North and South Dakota.

Traditionally, we established our camps and communities along the Missouri River's bottomlands. This wooded, fertile environment contained adequate groundwater for wells and stockwatering, and easy access to the Missouri River. Unfortunately, this land was needed for the Oahe Dam and reservoir project. Congress acquired our valuable bottomlands in Public Law 85-915, and they were inundated by Lake Oahe within three years.

As a result, our traditional communities and way of life have been uprooted. Our Indian communities were forced to move onto the hills and plateaus west of the river, popularly known as the "Missouri breaks." The groundwater is largely inaccessible and of very poor quality. Although the soils are rich, irrigation pumps and pivots are needed for agriculture. Mr. Chairman and distinguished Committee members, our water projects under Garrison are very important to the Standing Rock Sioux Tribe. These projects help overcome the devastating impact of the inundation of our bottomlands on the people of Standing Rock.

The Tribe has entered into contracts with the U.S. Bureau of Reclamation, authorized by Public Law 93-638 as amended, to plan, design and construct the MR & I and irrigation systems authorized for our Reservation in P.L. 99-294. We are currently designing our MR & I system and completing the planning for our irrigation project. Construction will be underway for both projects in FY 1991. We will be able to expend considerably more money and make more tangible progress than in past years. We are hoping to

obtain $2 million for MR & I and $2 million for irrigation development in FY 1991. This represents an equitable allocation for Standing Rock, from an overall Garrison budget of $45 million in FY 1991.

MR & I WATER SERVICE

The availability of a plentiful and high quality water supply is vital to the survival of North Dakota's Reservation Indians. The Garrison Reformulation Act of 1986 provides specifically for MR & I on the Standing Rock, Fort Berthold and Devil's Lake Indian Reservations. The Act authorized $20.5 million for Indian MR & I, of which Standing Rock's share is $8 million, by agreement of the parties.

We will have expended approximately half of our $8 million MR & I authorization by the end of the current fiscal year, or shortly thereafter. We have studied our rural water needs, and planned an MR & I system to serve every community and range unit, Indian and non-Indian, on our Reservation. We have prioritized our rural water needs and identified a single component of the Reservation-wide system, which we shall construct with funds provided under the existing authorization.

This component consists of pipelines from the existing public water system in Fort Yates, North Dakota, which includes a modern water treatment plant and utilizes the Oahe Reservoir as its source, to the rural communities of Porcupine and Cannon Ball.

These communities curently depend on deep groundwater, as the source for their public water supplies. This supply is not dependable, causing frequent interruptions in service. Of greater concern, though, is the water quality. The groundwater is highly mineralized, and contains iron, manganese and bacteria. The water quality in Cannon Ball is particularly bad. In December, 1986, the U.S. Public Health Service issued a warning to the local Women, Infants and Children (WIC) office, advising that water from the Cannon Ball public water system should not be provided to infants.

The project component to be constructed under the existing authorization also includes secondary distribution pipelines to rural homesites. Most residents now depend on poorly constructed or low capacity individual wells, or have water hauled to underground cisterns. These sources are often contaminated with bacteria, undesirable minerals and in some cases inorganic chemicals, and are costly to maintain. Many rural residents on the Standing Rock Indian Reservation have no running water, at all.

Funds provided for the current fiscal year are enabling the Tribe to design and construct the main water lines from Fort

Yates to Cannon Ball and Porcupine, this year. The Tribe has determined that $2 million is needed in FY 1991, to provide MR & I water service to the rural homesites described above.

In sum, the Tribe has planned an MR & I water system for the entire Standing Rock Indian Reservation, to serve all water users, Indian and non-Indian. We have incorporated existing facilities into this system, as the most cost effective manner to meet the severe rural water needs of our people. As the funds to be provided under the existing authorization are inadequate to meet our needs, we are designing but one component of the Reservation-wide system that we developed. This component includes rural water service to two communities with inadequate public water systems, and to rural residents in those districts. Funds currently available are being used for the main pipelines to these communities. The Tribe will need $2 million in FY 91 to construct secondary pipelines, for water service to rural residents, many of whom now haul drinking water great distances, at considerable expense. Ultimately, the Tribe will need an additional authorization of funds, as anticipated by the authors of the Garrison Reformulation Act, to construct the Reservation-wide system that we have planned. Our research indicates that we will need an authorization of $80 million, to serve every Reservation resident with clean, potable water.

IRRIGATION DEVELOPMENT

In P.L. 99-294, Congress authorized funds for irrigation development on 2,380 acres on the Standing Rock Indian Reservation. The Tribe chartered the Standing Rock Farm, Inc. in 1983, and we currently irrigate approximately 1,400 acres. We see our irrigation development under Garrison as very important to the continued success of our agricultural enterprise at Standing Rock. In addition, our irrigation projects enable the Tribe to exercise it's valuable water rights, which we depend on for human and economic development on the Standing Rock Indian Reservation.

At present, we are in the planning stages of developing irrigation along the Grand River. The Grand is a major tributary to the Missouri, and runs through the southern portion of our Reservation.

Our planning has required extremely technical investigations of water quality and soils. Although the Grand River is a resource held in trust by the United States for the benefit of the Tribe, there has been considerable upstream development which adversely affects the water quality and streamflows on the Reservation. Surface evaporation at the U.S. Army Corps of Engineers' Bowman-Haley Dam and the U.S. Bureau of Reclamation's Shadehill Dam, and the runoff from strip-mining has affected water quality in the Grand. Reclamation's Shadehill project, upstream and directly to the west of our Reservation boundary, is

operated with inadequate attention being given to our irrigation water and in-stream needs.

We are currently investigating and discussing these issues with the Bureau of Reclamation. In FY 90, we will resolve the planning issues for irrigating a number of tracts, ranging from 50 to 160 acres, along the Grand River. In FY 91, the Tribe will need $2 million for the design and construction of pumps and pivots for the identified units.

There are two final points that are noteworthy. First, the Garrison Reformulation Act specifically authorizes the Indian irrigation development that we are undertaking. Nevertheless, we are concerned that Garrison's non-Indian projects and the Indian MR & I program are funded at the expense of Standing Rock irrigation. To ensure that our successful irrigation development continues and the intent of Congress in reformulating Garrison is fulfilled, I am hoping that the FY 91 Garrison budget clearly delineates that funding is included for Standing Rock irrigation.

Second, the Bush administration, apparently prompted by a recent report of the Interior Department's Inspector General, seeks to eliminate funding for Garrison. Generally, huge non-Indian irrigation projects on river systems like the Missouri concern me, as they potentially use or pollute waters to which Indian Tribes have a prior and superior right. Nevertheless, Garrison as reformulated represents a viable and feasible project. It is neither too ambitious in scope to affect Tribal rights to the Missouri's waters, nor too scaled down to eliminate its positive impact on the region's economy. Ultimately, it represents compensation to non-Indian North Dakotans for the land taken for Pick-Sloan. I oppose the administration's efforts to eliminate Garrison's non-Indian irrigation project. I believe that both the state and the Tribes that lost land for Pick-Sloan should be compensated. North Dakota should obtain federal assistance for water development, and the Tribes are entitled to revenues from the sale of Pick-Sloan hydropower, and further authorizations of funding for water projects. Nevertheless, although the Leavitt Act insulates Standing Rock irrigation from the types of narrow, mechanistic attacks levied against Garrison by the Inspector General, let me state for the record my support for Garrison's completion.

Toward that end, I respectfully request your favorable consideration of our request that $45 million be appropriated in FY 91 for the Garrison Diversion Unit, $6-8 million of which should be allocated for Indian MR & I, with $2 million for Standing Rock irrigation.

CITY OF
MOORHEAD
MINNESOTA
500 CENTER AVENUE, BOX 779, MOORHEAD, MINNESOTA 56561
(218) 299-5301

March 28, 1990

Honorable Tom Bevill, Chairman
House Energey and Water Development Committee
2302 Rayburn House Office Building
Washington, DC 20515-0104

Dear Representative Bevill:

My name is Morris L. Lanning, Mayor of the City of Moorhead, Minnesota, which is located on the banks of the Red River immediately adjacent to Fargo, North Dakota. On behalf of the Moorhead City Council, citizens of Moorhead, and residents throughout the Red River Valley, I offer the following remarks pertaining to the Garrison Diversion Project.

In as much as you are familiar with the project, it is not necessary to recount each painful episode of its evolution; such is a matter of public record. Suffice it to say the facts represent a litany of delay and broken commitments on the part of the federal government.

It is not too late for Congress to act responsibly. The integrity of the Garrison Diversion Project, scaled down as it is, can be salvaged if sufficient resources, a minimum of $45 million, are made available for FY '91. The compromise represented by passage of the Garrison Diversion Unit Reformulation Act of 1986 must be upheld.

Moorhead in partnership with communities throughout the Red River Valley Region has a significant and legitimate interest in the Garrison Diversion Project. The aforementioned Reformulation Act of 1986 included a $200 million Municipal, Rural and Industrial Water grant program. This program provides for the statutory allocation of 100 cubic feet per second of water to the Red River for municipal, rural and industrial purposes. I cannot overstate the importance of this allocation to the economic well-being of my City and the region.

I would implore Congress to reaffirm its committment to the Garrison Diversion Project through the allocation of at least $45 million in funding for FY '91. Our future depends on it.

Sincerely,

Morris L. Lanning, Mayor

mar\sh\28phone

cc: Minnesota Congressional Delegation
North Dakota Congressional Delegation
Honorable George A. Sinner, State of North Dakota
Charles A. Richtner, Chairman, Garrison Conservation Conservancy District

THURSDAY, MARCH 29, 1990.

TEXAS PROJECTS

WITNESS

HON. E (KIKA) DE LA GARZA, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF TEXAS

Mr. BEVILL. Next we have our good friend, Chairman de la Garza.

Mr. DE LA GARZA. Thank you very much, Mr. Chairman.

I am grateful for the opportunity to appear before you and my distinguished colleagues in support of the Corps of Engineers and Reclamation projects in the 15th District. All of them are budgeted items, and I would appreciate your favorable consideration, and with your permission, I will submit my statement.

[The statement of Hon. E (Kika) de la Garza follows:]

KIKA DE LA GARZA
15TH DISTRICT, TEXAS

Congress of the United States
House of Representatives
Washington, DC 20515

STATEMENT BY
E (Kika) de la Garza, MC
Before the
Subcommittee on Energy & Water Development
House Committee on Appropriations

29 March 1990

Mr Chairman, I am grateful for the opportunity to appear before your subcommittee today in support of Corps of Engineers and reclamation projects in the 15th District of Texas which I am privileged to represent.

While the projects are included in the President's Fiscal Year 1991 budget package, I would like to briefly summarize each one in which I am interested and stress the importance of its being funded.

The reclamation project is:

Hidalgo County Irrigation District No 1, Supplemental Loan Program. **$2,002,000,** to continue work under the loan program on rehabilitation of the district's water delivery system. The system irrigates about 80,000 acres and supplies about 11,000 acre-feet of municipal and industrial water each year. Work consists of rehabilitating an intake channel, replacing gas engines with six 500 horsepower electric motors, repairing a pumping plant building, repairing discharge tubes, lining 1.4 miles of main canal, replacing 55 miles of open laterals with pipeline, and purchasing more operation and maintenance equipment.

The Corps of Engineers projects are:

Palo Blanco and Cibolo Creeks, Falfurrias, Texas, flood control project. **$200,000** for preconstruction engineering and design.

Corpus Christi Ship Channel, Navigation project. **$5,037,000** for operation and maintenance.

Lower Rio Grande, Arroyo Colorado, Texas, flood control project. $300,000 for preconstruction engineering and design.

Lower Rio Grande, South Main Channel, Texas, flood control project. $75,000 for preconstruction and engineering and design.

All of these I wholeheartedly support and hope your subcommittee will recommend that they be fully funded.

For your information, Mr Chairman, the City of Falfurrias is located near the confluence of Palo Blanco and Cibolo Creeks -- intermittent streams that drain a 600 square mile area in south Texas. The streams are subject to periodic high flows from intense thunderstorms and rainfall associated with hurricanes and other tropical disturbances.

Falfurrias has been flooded 12 times since 1909, and the flood of record in 1967 caused $3.3 million in damages to over 1,200 homes.

The recommended plan of improvement is a levee and pilot channel to divert Standard Project Flood flows in Palo Blanco and Cibolo Creeks around the west side of Falfurrias to Baluarte Creek. Major plan elements include a 5.6 mile long diversion levee; a 1.8 mile long pilot channel; a flowage easement on 11,000 acres of land subject to overflows from the pilot channel; and an 0.8 mile long ring lease plan around the sewage treatment plant. The plan would provide Standard Project Flood protecton to Falfurrias from upstream flood flows in Palo Blanco and Cibolo Creeks.

The operation and maintenance appropriation for the Corpus Christi Ship Channel Navigation project is self-explanatory.

The last two items I have listed are part of a three element project -- Arroyo Colorado, Raymondville Drain, and South Main Channel. We are not looking for money at this time for the Raymondville drain. The entire project would provide the major outlet component of an overall flood protection plan for Willacy and Hidalgo Counties.

Lateral channels and on-farm measures would be provided by others. The authorized plan calls for construction of two major channels (the Raymondville Drain and South Main Channel), channel improvements and bank protection along the Arroyo Colorado, and fish and wildlife mitigation measures. The authorized plan would provide 2 year protection to rural areas which drain into the Raymondville Drain and South Main Channel and 5 year protection for areas that drain into the Arroyo Colorado; 100 year flood protection to the Cities of Raymondville, Edinburg, McAllen and Lyford; and 50 year flood protection for the Cities of LaVilla and Edcouch.

Again I cannot stress how important these important these projects are, and I trust, Mr Chairman, you will see fit to include all of them in the Energy & Water Development Appropriations Bill.

Thank you.

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Mr. BEVILL. Thank you very much.
Mr. MYERS. That is the kind of statement we like to hear.

THURSDAY, MARCH 29, 1990.

WEST VIRGINIA PROJECTS

WITNESS

HON. ALAN B. MOLLOHAN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF WEST VIRGINIA

Mr. BEVILL. Next is our colleague on the Appropriations Committee, Alan Mollohan.

Mr. MOLLOHAN. Thank you, Mr. Chairman.

Mr. BEVILL. Your prepared statement will be made a part of the record and, if you wish, you can just summarize it.

Mr. MOLLOHAN. I understand, Mr. Chairman.

Thank you very much for allowing me to appear here, and first of all, let me thank this committee for its support of projects in the Upper Ohio Valley, and down through the Ohio River. We sincerely appreciate that support. I have been before this committee a number of times in the years past, and you have always been very receptive.

I want to say that I support the Administration's requests in regard to most of the projects. The Administration even requested money for the Appalachian Regional Commission. I would like to request more support for ARC, Mr. Chairman. I think it is a wonderful program and it has enjoyed your support, the committee's support, in years past.

Looking at clear air bill over the hill, ARC may very well be even more important for the Appalachian region than it is even now. We have a number of unfinished projects, and we also need increased funding to complete the road system. And, of course, water and sewer development in the mountains cost more money. I just want to thank you for understanding those arguments in the past.

Also, Mr. Chairman, I take this opportunity to request a $500,000 appropriation for a study of the Ohio River on the West Virginia side of the river. The Ohio River has been studied to look at how the waterfront areas may be developed in a safe manner to promote economic development. We are increasingly recognizing the river as one of our major resources for economic development.

You kindly included this funding in the report last year, but it was dropped in conference. I would ask that the committee consider that request again, and thank you again, Mr. Chairman, for allowing me to appear before your committee this year as in the past.

[The statement of Hon. Alan Mollohan follows:]

STATEMENT OF CONGRESSMAN ALAN B. MOLLOHAN

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

MARCH 29, 1990

MR. CHAIRMAN, MR. MYERS, MEMBERS OF THE SUBCOMMITTEE -- THANK YOU VERY MUCH FOR ALLOWING ME THE OPPORTUNITY TO APPEAR BEFORE YOU THIS MORNING.

I APPEAR TODAY CARRYING TWO MESSAGES. FIRST, ON BEHALF OF MY DISTRICT AND STATE, I WOULD LIKE TO THANK THIS SUBCOMMITTEE FOR THE GOOD WORK YOU HAVE DONE OVER THE PAST FEW YEARS. YOU KNOW, EVERY SPRING I STOP BY THIS COMMITTEE ROOM TO REQUEST FUNDING FOR THIS PROJECT AND THAT PROJECT IN THE UPCOMING FISCAL YEAR. MOST YEARS, THE SUBCOMMITTEE OBLIGES ME. I JUST WANT YOU TO KNOW, MR. CHAIRMAN, THAT WE GREATLY APPRECIATE YOUR SUPPORT. I APPRECIATE IT ON A PERSONAL LEVEL, AND I KNOW THAT MY CONSTITUENTS APPRECIATE YOUR WILLINGNESS TO CONSIDER THEIR NEEDS WHEN THIS SUBCOMMITTEE SITS DOWN TO ALLOCATE THOSE ALL-TOO-SCARCE FEDERAL DOLLARS.

MY SECOND MESSAGE, OF COURSE, IS TO URGE THE SUBCOMMITTEE TO CONTINUE THIS RECORD OF SUPPORT. WITH MINOR EXCEPTION, THE ADMINISTRATION'S FY 91 REQUEST FOR IMPORTANT PROJECTS AFFECTING WEST VIRGINIA ARE APPROPRIATE AND DESERVING. I RESPECTFULLY REQUEST --

-- $46.3 MILLION FOR CONTINUED CONSTRUCTION OF THE GALLIPOLIS PROJECT ON THE OHIO RIVER;

-- $31 MILLION FOR CONTINUED CONSTRUCTION OF GRAY'S LANDING LOCK AND DAM PROJECT ON THE MONONGAHELA RIVER;

-- $28.3 MILLION FOR CONTINUED CONSTRUCTION OF THE POINT MARION LOCK PROJECT ON THE MONONGAHELA RIVER;

-- $16.2 MILLION FOR CONTINUED CONSTRUCTION OF THE WINFIELD LOCK REPLACEMENT PROJECT ON THE KANAWHA RIVER; AND

-- $915,000 FOR OPERATION AND MAINTENANCE OF THE TYGART LAKE AND DAM AT GRAFTON, WEST VIRGINIA.

IN ONE SLIGHT DEPARTURE FROM THE ADMINISTRATION'S REQUEST I WOULD URGE THE SUBCOMMITTEE TO ADD $400,000 SO THAT THE CORPS CAN INITIATE CONSTRUCTION ON THE OLMSTEAD LOCKS AND DAM PROJECT.

I WOULD ALSO LIKE AGAIN TO SOLICIT YOUR SUPPORT FOR THE APPALACHIAN REGIONAL COMMISSION. I UNDERSTAND THE BUDGET CONSTRAINTS UNDER WHICH THE SUBCOMMITTEE LABORS, BUT THE ARC, I BELIEVE, HAS PROVED ITS WORTH OVER THE YEARS AND SHOULD RECEIVE INCREASED FUNDING. IT PAINS ME SOMEWHAT TO SAY THIS, MR. CHAIRMAN, BUT I AM AFRAID THAT THE SPECIAL ROLE OF THE ARC WILL BECOME EVEN MORE IMPORTANT IN THE NEXT FEW YEARS AS THE

APPALACHIAN REGION BEGINS TO SUFFER THE EFFECTS OF WHAT INCREASINGLY LOOKS LIKE A PRETTY BRUTAL CLEAN AIR BILL COMING DOWN THE PIKE.

FINALLY, MR. CHAIRMAN, I WOULD LIKE TO TAKE THIS OPPORTUNITY TO REQUEST THAT $500,000 BE APPROPRIATED FOR THE CORPS TO CONDUCT AN URBAN WATERFRONT STUDY OF THE WEST VIRIGNIA SIDE OF THE OHIO RIVER. THIS STUDY IS OF GREAT IMPORTANCE TO WEST VIRGINIA'S EFFORTS TO UTILIZE THE OHIO RIVER WATERFRONT FOR ECONOMIC DEVELOPMENT INITIATIVES. A SIMILAR STUDY WAS RECENTLY CONCLUDED ON THE OHIO SIDE OF THE RIVER. THE RESULTS OF THIS STUDY WILL HELP COMMUNITIES ALONG THE RIVER SAFELY AND EFFECTIVELY DEVELOP THEIR WATERFRONT AREAS. THE SUBCOMMITTEE INCLUDED THIS PROJECT IN THE HOUSE REPORT LAST YEAR BUT THE LANGUAGE WAS, UNFORTUNATELY, DROPPED DURING CONFERENCE.

THANK YOU, MR. CHAIRMAN.

Mr. BEVILL. Very good. Very good.

THURSDAY, MARCH 29, 1990.

SOLAR AND RENEWABLE ENERGY PROJECTS

WITNESSES

HON. DANIEL K. AKAKA, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF HAWAII

RON HAYES, PRESIDENT, PACIFIC INTERNATIONAL CENTER FOR HIGH TECHNOLOGY RESEARCH (PICHTR)

PATRICK TAKAHASHI, DIRECTOR, HAWAII NATURAL ENERGY INSTITUTE

Mr. BEVILL. Next, we have our good friend and colleague, Congressman Akaka. We are always delighted to hear from you. Your statement may be made a part of the record.

Mr. AKAKA. Thank you very much, Mr. Chairman. Thank you for the opportunity to appear before you.

In the interest of time, I will submit my statement and ask that you refer to these prepared remarks for the full details of my fiscal year 1991 request.

Both gentlemen with me today have statements for the record. I also want to submit a statement from the Governor of Hawaii, for the record.

Mr. BEVILL. Without objection, they will be made part of the record.

Mr. AKAKA. I will keep my remarks to a minimum, because I know you have a long day.

For the past five years, Mr. Chairman, the subcommittee has supported a 165 kilowatt PICHTR-OTEC research project that is now the centerpiece of the Department of Energy's Ocean's program. Unfortunately, the Administration's fiscal year 1991 request for renewable energy research is a classic good news, bad news story. The good news is that it provides generous increases in renewable energy research. The bad news is that it proposes that the OTEC program be terminated.

The Administration wants to short-circuit efforts to advance this technology into full production. They have asked that no funding be available for OTEC R&D after September 30. Such an action, Mr. Chairman, would be a tragic mistake. If we allow this to happen, a decade and a half of research in generating cleaning and renewable energy from the sea will come to a standstill and the hope of commercializing this promising technology will be forever lost.

We in the Pacific understand that OTEC offers vast potential for energy-poor islands throughout our region. OTEC technology is capable of producing electricity and fresh water as well as providing greatly expanded opportunities for agriculture and mari-culture. OTEC is already cost-competitive with fossil fuels in many areas of the Pacific when you take into account the value you attached to its many byproducts. When you weigh the environmental factors, OTEC wins hands down.

[The statement of Hon. Daniel Akaka follows:]

STATEMENT BY THE HONORABLE

DANIEL K. AKAKA

BEFORE THE HOUSE APPROPRIATIONS SUBCOMMITTEE ON

ENERGY AND WATER DEVELOPMENT

MARCH 29, 1990

Mr. Chairman and members of the Subcommittee on Energy and Water Development, thank you for the opportunity to appear before you once again to present testimony on energy programs of importance to Hawaii and the nation.

I appreciate the longstanding support that this subcommittee has shown for renewable energy research and development. I recognize that the continuing need for budget restraint has made the job of allocating sufficient funds for renewable research more and more difficult. Nonetheless, the funds you recommend are vital to the development of renewable energy technology that will serve America's energy needs in the decades ahead. America will inevitably come to rely more and more on renewable energy, and I firmly believe our energy security requires the federal government to maintain a strong commitment to renewable energy R & D.

With those initial remarks, Mr. Chairman, I would like to turn to a number of energy research initiatives of particular importance to Hawaii.

PACIFIC INTERNATIONAL CENTER FOR HIGH TECHNOLOGY RESEARCH

For the past five years, the Subcommittee has supported a 165-Kw PICHTR-OTEC research project that has now become the centerpiece of the Department of Energy's Oceans program. In support of continued funding for this program in FY 1991, I have been asked to submit a statement by Mr. Ronald J. Hays, President and CEO of PICHTR. This request has my full and complete support.

As the accompanying statement makes clear, progress continues to be made in the area of testing the essential —

components for an OTEC power plant. Data necessary to complete the plant design are in hand and the technological risks have been assessed. We have reached a point in OTEC research where we need to advance beyond the testing stage and begin to fabricate the OTEC 165 Kw net power producing experimental plant.

The budget for OTEC is an altogether different matter. The administration's fiscal year 1991 request for renewable energy research is a classic good news/bad news story. The good news is that it provides generous increases in renewable energy research. The bad news is that it proposes that the OTEC program be terminated.

The administration wants to short-circuit our efforts to advance this technology into full production. No funds would be available for OTEC R & D after September 30.

Such an action would be a tragic mistake. If we allow this to happen, a decade and a half of research on generating clean renewable energy from the sea would come to a standstill and the hope of commercializing this promising technology would be forever lost.

We in the Pacific understand that OTEC offers vast potential for energy-poor islands throughout our region. OTEC technology is capable of producing electricity and fresh water, as well as providing greatly expanded opportunities for agriculture and mariculture. Taking into account the value attached to its many byproducts, OTEC is already cost competitive with fossil fuels in many areas of the Pacific. And when you start weighing environmental factors, OTEC wins, hands down.

Mr. Chairman, don't let OTEC become a victim of the budgetary axe. I ask you to work with me to salvage a program in which state and local governments have already invested $240 million, and which may represent the energy salvation of many strategically important Pacific Islands.

Mr. Chairman, I ask that the FY 1991 budget for Ocean Energy Systems be restored to $4,187,000, the same amount as was appropriated for FY 1990. In addition to restoring this cut, I ask that $3,600,000 of this amount be provided for PICHTR-OTEC research using language identical to that contained in last year's House report. This has been very effective in assuring that funds intended for the PICHTR initiative are allocated to this program.

UNIVERSITY RESEARCH

This subcommittee has been very supportive of two energy research initiatives conducted by the University of Hawaii -- the Hawaii Biofuels Program and research on hydrogen fuels. With me

today is Dr. Patrick Takahashi, Director of the Hawaii Natural Energy Institute, who joins me in recommending your continued support for these programs. Dr. Takahashi's statement contains the full details of these requests.

Hydrogen Research In collaborating with three other research institutions, the University of Hawaii participates in a national program of hydrogen R & D. Recognizing that hydrogen will most likely become the fuel of choice to satisfy a wide variety of the world's energy needs, research carried out by these four institutions can make a significant contribution towards stimulating a transition to hydrogen fuels. I endorse the request of the hydrogen consortium and ask that you continue to appropriate funds for hydrogen research in FY 1991.

Hawaii Biofuels Program Once again, I want to emphasize how valuable the Hawaii Biofuels Program has been in addressing two high priority concerns in Hawaii -- achieving greater energy independence and identifying suitable crops for over 100,000 acres of abandoned or underutilized sugarcane, pineapple, and range lands. I ask that $750,000 be provided in FY 1991 to continue this program.

EXECUTIVE CHAMBERS
HONOLULU

JOHN WAIHEE
GOVERNOR

March 27, 1990

The Honorable Tom Bevill
Chairman
Subcommittee on Energy and
Water Development
Committee on Appropriations
United States House of Representatives
2302 Rayburn House Office Building
Washington, D. C. 20515

Dear Mr. Chairman:

Thank you for your past support of the State of Hawaii's efforts toward the commercialization of large-scale geothermal power to reduce our State's dangerous and virtually complete dependence on foreign oil for electric generation. I am writing to request your support in the final step toward commercialization -- the Hawaii Geothermal Resource Verification and Characterization Program.

I am committed to the development of Hawaii's indigenous energy resources to reduce our state's dangerous over dependence on foreign petroleum. Geothermal offers the largest near-term source of new, commercial-scale electric energy on a firm basis to move the state in the direction of energy self-sufficiency.

Over the past two years, this administration has worked cooperatively with the Hawaii State Legislature, the individual counties of the state, the Hawaiian Electric Company, and the people of Hawaii in moving the idea of a major geothermal development forward. In 1987, I appointed a blue-ribbon board headed by former Governor William F. Quinn which studied the feasibility of the development of a geothermal energy project on the Big Island combined with an underwater electric transmission system. The findings of this board strongly support the development of a geothermal cable system both from a technical standpoint and as a matter of energy policy for the State of Hawaii.

Last year, the State and the Hawaiian Electric Company jointly announced a request for proposals for the commercial development of a geothermal cable system. Since that time, proposals have been received from five consortia composed of many major domestic and international development companies.

Your leadership in the Congress over many years has allowed us to reach this point in the development of our State's geothermal resources. In the early 1980s, Congress joined the State in providing funding to the University of Hawaii which resulted in the development of a demonstration geothermal generation plant on the Big Island. Congress has also provided funding over the past seven years for the Hawaii Deep Water Cable program, which has proven the technical feasibility of laying an underwater electrical cable across the Alenuihaha Channel.

The final step which is necessary to prove the feasibility of the geothermal cable project is further verification and characterization of the geothermal resource on the Island of Hawaii. State and commercial energy experts agree that between 20 and 25 commercial-scale exploration wells must be drilled in order to fully characterize the geothermal resources and verify the geothermal power available for the estimated life of the field and the generating equipment.

Without state and federal financial assistance, it is doubtful that the private developers who are interested in pursuing a commercial geothermal project in Hawaii will be willing to commit the substantial dollars necessary for exploration and resource verification. The State of Hawaii is convinced, however, that the private sector will match a combined state and federal commitment of half of the exploratory costs.

The State of Hawaii has already appropriated $5,600,000 to begin this process and has requested an additional $3,000,000 from the Legislature this year. We are requesting your help in securing a federal match of $15,000,000 which we believe will leverage an even greater amount of commercial investment.

We are excited about the progress which has been made in moving the commercial geothermal cable project forward. We believe that federal geothermal funding will allow us to make the commercial project a reality and maximize the already considerable federal investment in Hawaii. We are looking forward to working closely with you on this priority energy project for the State of Hawaii.

With kindest regards,

Sincerely,

JOHN WAIHEE

STATEMENT OF
MR. ROGER A. ULVELING
DIRECTOR
DEPARTMENT OF BUSINESS AND ECONOMIC DEVELOPMENT
STATE OF HAWAII

BEFORE THE
ENERGY AND WATER SUBCOMMITTEE
HOUSE APPROPRIATIONS COMMITTEE
WASHINGTON, D.C.
MARCH 29, 1990

Mr. Chairman, on behalf of the Governor of Hawaii, John Waihee, I am pleased to present to the Subcommittee on Energy and Water Development, the State of Hawaii's request for a federal cost-share for the proposed Hawaii Geothermal Resource Verification and Characterization Program (GRVC).

Mr. Chairman, the State of Hawaii is committed to the development of Hawaii's indigenous energy resources to reduce our State's dangerous over dependence on foreign petroleum. Geothermal offers the largest near-term source of new, commercial-scale electric energy on a firm basis to move the State in the direction of energy self-sufficiency. The Governor has, therefore, made the development of geothermal energy -- first for the Big Island of Hawaii and eventually extended interisland -- the State's highest alternate energy priority and is prepared to commit every means at his disposal to accomplish this task.

Over the past two years, the Governor has worked cooperatively with the Hawaii State Legislature, the individual counties of the State, the Hawaiian Electric Company, and the people of Hawaii generally in moving the idea of a major geothermal development forward. In 1987, Governor Waihee appointed a blue ribbon board headed by former Governor William F. Quinn which studied the feasibility of the development of a geothermal energy project on the Big Island combined with an underwater electric transmission system. The findings of this Board strongly support the development of a geothermal-cable system both from a technical standpoint and as a matter of energy policy for the State of Hawaii.

Last year the State and the Hawaiian Electric Company jointly announced a request for proposals for the commercial development of a geothermal-cable system. Since that time, proposals have been received from five consortia composed of many major domestic and international development companies. Each of these proposals would finance the installation of the geothermal-cable project from private sources. The project is estimated to cost in excess of $1.5 billion.

Your leadership in the Congress over many years has allowed us to reach this point in the development of our State's geothermal resources. In the early 1980's, Congress joined the State in providing funding which resulted in the development of a demonstration geothermal generation plant on the Big Island. Congress has also provided funding over the past seven years for the Hawaii Deep Water Cable program which has proven the technical feasibility of laying an underwater electrical cable across the Alenuihaha Channel.

The final step which is necessary to prove the feasibility of the geothermal-cable project is further verification and characterization of the geothermal resource on the Big Island. State and commercial energy experts agree that between 20 and 25 commercial-scale wells must be drilled -- at a cost of approximately $50,000,000 -- in order to fully characterize the geothermal resources and verify the geothermal power available for the estimated life of the field and the generating equipment.

Without state and federal financial assistance it is doubtful that the private developers who are interested in pursuing a commercial geothermal project in Hawaii will be willing or able to commit the substantial dollars necessary for exploration and resource verification. Geothermal development in Hawaii is different from other large-scale geothermal projects in the United States in that Hawaii geothermal resources lie under a live volcano and that most of the generated power would eventually have to be transmitted by submarine power cable through enormous ocean depths to another Hawaiian Island.

Mr. Chairman, the financial risks and technical challenges present in the commercial development of geothermal energy in Hawaii are unique and considerable and federal participation in the State's efforts to address them and to begin a commercial development program is legitimate and necessary.

The private developers which have responded to the HECO Request for Proposal have indicated that they will not move forward with the project without verification and characterization of the resource. They have further indicated that they will not be able to carry the full risk and costs associated with such verification. A government-private-partnership is, therefore, necessary to prove the resource and allow private commercial development to go forward.

Mr. Chairman, the State of Hawaii is convinced that the private sector will match a combined state and federal commitment of half of the exploratory costs. The State of Hawaii has already appropriated $5,600,000 to begin this process and has requested an additional $3,000,000 from the Legislature this year. We are requesting your help in securing a federal match of $15,000,000 over a three year period which we believe will leverage an even greater amount of commercial investment.

Mr. Chairman, the State of Hawaii, the Congress, and the Department of Energy have long worked together to help Hawaii overcome the energy-related disadvantages which come with its isolation from the mainland United States. Hawaii is unique among the fifty states in its almost total dependence upon foreign oil for power and its vulnerability to the

variances of the world oil market. Hawaii has worked aggressively to deal with its energy problem by developing its geothermal resource potential. The commercial Hawaii geothermal-cable system, when built and operating can reduce Hawaii's electrical dependence on oil by as much as 50 percent. This may well be the greatest step any state has ever taken at any one time toward energy self-sufficiency without the help of outside energy sources.

The citizens of the State of Hawaii are hopeful that the Congress and the Federal Government will help the State obtain the kind of energy security which their fellow Americans living on the mainland take for granted.

Thank you, Mr. Chairman. I would ask that a copy of our formal proposal be included in the record along with my testimony.

Mr. AKAKA. I am very pleased to have Ron Hays, president of PICHTR, with me today. Admiral Hays recently retired after a long and distinguished career in the Navy. His accomplishments include service as commander-in-chief of Pacific forces that extend all the way to the Indian Ocean. That duty brought him to Hawaii. Ron is a man of many talents, not the least of which is his ability to recognize Hawaii is a great place to live and work and use our natural resources to produce energy.

Also with me is Patrick Takahashi, Director of Hawaii Natural Energy Institute, who has appeared before this committee many times in the past. Because I am rushing and I know we are short on time, I will ask Ron Hays to say a few words on the project.

Mr. BEVILL. Admiral Hays, we are pleased to have you with us. Obviously Danny has brought out his big guns today.

Mr. AKAKA. Thank you. I am glad you agree.

Admiral HAYS. Mr. Chairman and Members of the committee, OTEC is a winner. The commercialization of OTEC is at hand. It will be of great benefit to the country, U.S. industry, to the environment and the people as a tool. The technology which taps an unlimited source of energy is here. As Congressman Akaka points out, it does wonderful things for you like food, fresh water, as well as the electric needs. The tech work has been done. We are at a point where all that remains in order to approve this concept plan for the 165 megawatt plants.

The state of Hawaii has appropriated half the funds necessary to construct the plant. We look to the Federal Government, by prior informal agreement, to provide the remaining half so that we can build this plant that will convince the world that OTEC is a tremendous opportunity for everyone.

Thank you.

[The statement of Admiral Hays follows:]

TESTIMONY

Before

SUBCOMMITTEE ON

UNITED STATES HOUSE OF REPRESENTATIVES

HOUSE BILL

RELATING TO

BY

Admiral Ronald J. Hays, USN(Ret.)

President and CEO

Pacific International Center for High Technology Research

Mr. Chairman and members of the Committee, it is a great privilege to appear before you today on behalf of the House Bill which would appropriate funds for the Department of Energy's Ocean Thermal Energy Conversion (OTEC) Project.

I am President and Chief Executive Officer of a relatively small, private, non-profit corporation chartered by the State of Hawaii. Although independent, the corporation is closely associated with the University of Hawaii. We are involved in a wide range of research activity sponsored by the Federal government, the State of Hawaii, Foreign governments and private industry. Our area of greatest attention is renewable energy, of which the OTEC program is foremost. We give OTEC priority because it is the most versatile and it holds the greatest promise for oceanic nations.

The need to become less dependent on imported oil and the growing anxiety about the environment has propelled OTEC into the forefront throughout the Pacific. At the Secretary of Energy's Natural Energy Strategy hearings in Honolulu in February, witness after witness spoke to the need to emphasize OTEC research. As a more recent example of the interest level and high expectation is OTEC, I was in Western Samoa earlier this week to make a presentation to the Prime Minister and his cabinet on the status of OTEC. The request for more information on OTEC came from the Prime Minister himself.

Countries that have access to deep ocean increasingly recognize OTEC as a concept which can provide needed energy, fresh water, and food at attractive prices. We should also recognize that OTEC produces these necessities of life with neutral impact on the environment and that developing OTEC popularity, presents opportunity for U.S. industry.

The legislation before you directly relates to our ability to maintain the United States' role as world leader for the development of (OTEC). Since the late 1970's, the United States and the State of Hawaii have invested more than $240 million in development of ocean energy programs, of which $24 million was for OTEC technology. During the intervening years interest in the concept declined along with the price of oil, but a resurgence has occurred with the realization that environmentally appealing OTEC can be competitive today with fossil fuels in certain locations, if value is placed on the coproducts of the system.

The concept is uncomplicated. The temperature difference between the ocean's cold deep water, piped to the surface from depths of 2,300 to 3,300 feet, and sun-warmed surface water is used to generate electricity. In the process of flashing the warm surface water

into steam, driving a turbine with the steam and then condensing the steam, fresh water is produced as well as the electricity. Furthermore, the nutrient-rich, pathogen-free, cold, deep-ocean water can be used to grow lobster, salmon, oysters abalone and other mariculture species. The cold water can also be used for air-conditioning, atmospheric condensate for irrigation, and seasonal temperature control for agricultural production. All this activity has already been researched and proven and presently private enterprises is commercializing the various byproducts of OTEC.

The evolution of OTEC has paralleled that of many innovative technology development programs. Initial efforts defined the potential feasibility for the OTEC concept and markets for the numerous options. What followed were baseline designs, computer simulations, laboratory-scale tests, and engineering-scale experimental verification. The major remaining task for OTEC is the confirmation of this research data in the actual operation of a "Proof-of-Concept" prototype plant. We are now at that point. Recently PICHTR signed a contract, funded by the State of Hawaii, to purchase a turbine to be used in the Deportment of Energy's proof of concept plant at Keahole Point on the Big Island of Hawaii. But now, we are facing the possibility that the project will be closed down because of incomplete funding for construction. It would be tragic indeed, if our present technology advantage were to default to other in the international arena because the federal government did not match construction funds already appropriated by the State of Hawaii.

Our market research has shown that OTEC technology might not only make significant contributions to the overall energy requirements of Hawaii and the U.S. territories, but also has significant potential in world markets. In many island nation scenarios, OTEC is cost competitive even at today's low oil prices. Great interest in our technology has been expressed by such nations as Tonga, Western Samoa, Kiribati, Fiji, Papua New

Guinea, various Caribbean Islands, Japan, Taiwan, France, Netherlands, England, Canada, and Israel.. The Japanese have formed and OTEC Trade Association and are actively studying sites for implementation in the Pacific and Asian Countries. Taiwan is also aggressively pursuing OTEC for its own use. It can be noted that PICHTR has spearheaded the formation of an American Ocean Energy Industry Association to better prepare U.S. industry for commercialization of OTEC. All these activities are in anticipation of export markets for the OTEC technologies, which we estimate will amount to more than $18 billion by the year 2015.

There are compelling reasons for your continued support of our efforts to develop this technology and to commercialize the product. With your help we will be able to maintain the United States' role as world leaders in this technology, develop a major export industry for the OTEC system, contribute to our goal of decreased reliance on imported fossil fuels, and contribute to a cleaner environment for us all. OTEC is a winner. We earnestly solicit your support for continuation of this promising concept at 4.1 million Dollars.

Thank you Mr. Chairman.

Mr. BEVILL. Dr. Takahashi?

Mr. TAKAHASHI. I very much appreciate the support that Congress and particularly this subcommittee has given to the various programs in which we are involved. For this coming fiscal year we urge you to continue funding in the development of transportation biofuels. Thank you.

[The statement of Mr. Takahashi follows:]

University of Hawaii at Manoa

Hawaii Natural Energy Institute
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TESTIMONY ON RECOMMENDED PRIORITIES FOR BIOFUELS R&D

by

Patrick K. Takahashi, Director
Hawaii Natural Energy Institute
2540 Dole Street
Honolulu, Hawaii 96822

for

U.S. House
Subcommittee on Energy and Water Development
Committee on Appropriations

March 29, 1990

AN EQUAL OPPORTUNITY EMPLOYER

INTRODUCTION

Renewable energy technologies provide the best hope for a balanced national energy policy featuring sensible environmental trade-offs and a sustaining society. Over time, the economics of the solar alternative will improve through research breakthroughs and more realistic consideration of the externalities.

Expanded utilization of our indigenous natural resources can reduce our trade deficit, ameliorate greenhouse effect and acid rain problems, and strengthen national security baselines. We need, however, to reverse the past decade long slide in funding for this option.

Other witnesses will continue to elaborate on and document the above points. In this statement, focus will be placed on re-orienting priorities to focus for renewable transportation fuels. In addition, comments are provided on consideration of the total system of co-products, and international cooperation with our allies.

RENEWABLE TRANSPORTATION FUELS

During the past fifteen years of the federal renewable energy research program, the overwhelming emphasis has been on electricity production. While certain projects should be allowed to proceed to a logical conclusion, and research on related electrical topics such as energy storage should even be expanded, the fact of the matter is that electricity only accounts for one-fourth of the national demand. The two previous energy crisis were, in reality, transportation fuel based. Without a doubt, a shift in priorities should be made towards indigenous ground and aviation fuels.

Various USDOE reports have shown that methanol from biomass is the most promising renewable option to replace gasoline. The most cost effective process is gasification of biomass, with conversion of these gases into methanol. Increased attention must be placed on how best to gasify and convert biomass into methanol. There must also be some attention paid to the methanol economy infrastructure. Breakthroughs in genetic engineering might also be explored for production of other fuels, such as ethanol.

The ultimate renewable transportation fuel is hydrogen, which can be combusted, cooled to the liquid form for aviation applications, stored in hydrides for ground transportation requirements and fed to fuel cells to produce electricity. The waste product is water, making hydrogen ideal from an environmental standpoint. Greenhouse warming remediation through expanded use of renewable hydrogen should be a high priority consideration.

Hydrogen, however, is expensive to produce and liquefy. A technology status assessment completed by the Hawaii Natural Energy Institute in conjunction with the Florida Solar Energy Center for the Solar Energy Research Institute (SERI), through funding from the Department of Energy, reported on research priorities to develop a national program on hydrogen from renewable energy. A broad-based national program has been initiated with research institutes from throughout the country involved under SERI direction.

Should cost effective hydrogen be developed, this gas would be an ideal feedstock for bio-methanol production. For example more than twice the amount of methanol could be obtained from a given quantity of biomass if hydrogen is added into the process.

Hydrogen fuel is presently used for space shuttle operations. Increased need for space applications is forecast into the 1990s and 21st Century.

A driving motivation could well be the national aerospace plane, which will be hydrogen powered. While defense needs have been reduced, the next generation of commercial aircraft could run on hydrogen. A major concern will be the availability of cost effective hydrogen fuel. It is imperative that the Department of Energy expand R&D to meet this challenge.

Fully one-third of the energy used in many island communities, such as Hawaii, goes to fuel jet liners. While the national average is not quite this high, air transportation will increase into the 21st Century, and the fuel of choice for the future will be hydrogen. It is thus today that basic research should be initiated to prepare for tomorrow. As a nation we do not want our aviation industry to go the way of Detroit.

To support these critical national needs the recommendations are:

1. Increase the administrative request for the Biofuels and Municipal Waste Division. As part of this augmentation, $750,000 be provided for biofuel systems research to continue the Hawaii Biofuels Program. Emphasis should be placed on conversion technologies, a re-evaluation should be made for aquatic plantations, and genetic engineering potential be explored for ethanol production.

2. Provide $3,400,000 to expand the national hydrogen from renewable energy program under supervision by the Solar Energy Research Institute (SERI).

TOTAL ENERGY/PRODUCT SYSTEMS

The price of oil is artificially determined and will widely fluctuate through the decade of the 90's until scarcity and environmental concerns drive the cost up. It is difficult for the private sector to justify transportation fuel. R&D expenses at the present price of petroleum, and further politically difficult for government to maintain a long-term rational reserach program in this range, as was seen with synthetic fuels.

A solution to a fundamentally sound energy research effort is to permit the Department of Energy to justify programs on the basis of ultimate energy and co-product revenues. At this time, there is an uneven policy on this matter.

Two renewable energy examples can be provided:

1. The Hawaii Geothermal Project is a successful example of federal government front-end support, as the three megawatt research powerplant has stimulated industrial announcements for several hundred additional megawatts. A $2 billion deep sea cable and geothermal power program is being considered. However, the fluid emanating from the reservoir is saturated with silica and laced with hydrogen sulfide. Nearly 90% of the heat, furthermore, is thrown away because of Carnot cycle efficiency limitations. Research has led to the silica showing potential as a high technology coating, H_2S for industrial uses and heat for agricultural processing needs. USDOE funding has been difficult to obtain to sustain this type of activity. However, the potential of co-products can make geothermal energy far more economically attractive, especially during the periods when oil prices are temporarily low.

2. The ocean thermal energy conversion (OTEC) program was initiated because of the promise of large amounts of baseload electricity. The Hawaii Exclusive Economic Zone, for example, alone can many times over replace the energy equivalent of all USA oil imports. However, it has turned out that the deep cold water can supply more than the low temperature sink. This fluid is up to 200 times the nutrient content of surface water and is a million times microbiologically cleaner, or, in effect, pathogen-free. Aquaculture enterprises fail primarily because of aquatic diseases. The open-cycle OTEC process also supplies freshwater. The integrated OTEC concept, with electricity, freshwater, marine biopharmaceuticals, food and air conditioning is of economic interest because of the total system. There is no federal agency charged with the task to coordinate the full spectrum of these products. Finally, there are early reports that this concept shows promise for creating new open ocean fisheries while potentially reducing the greenhouse effect. The worth of these food and environmental benefits should be integrated into the decision-making process.

It is thus recommended that the Department of Energy be asked to consider the total energy and co-product system when prioritizing R&D. This expanded mission will both serve to maintain continuity in research and bring the private sector into the program at an accelerated rate.

INTERNATIONAL COOPERATION

The USDOE has had various IEA and bi-lateral treaties with our allies to cooperate on energy R&D. There remains, however, a pervading feeling that international trips are boondoggles, and that foreigners are stealing our ideas.

There are technology areas where the USA is behind other nations. While reverse technology transfer is difficult to negotiate, the current trade imbalance places our nation in a strong bargaining position to maximize this type of technology sharing. Increased consideration should be placed on this option.

One such project is the integrated OTEC program of the Pacific International Center for High Technology Research (PICHTR). Ronald Hays, President and CEO of PICHTR, has presented a strong case to your sub-committee on this option.

CONCLUSION

We very much appreciate the support Congress, and particularly this sub-committee, has shown in maintaining energy programs of strategic national need with which we are involved. For fiscal year 1991, we urge you to expand funding in the development of transportation biofuels.

Mr. BEVILL. Thank you. We appreciate your fine testimony and we also appreciate your brevity.

Mrs. BOGGS. Mr. Chairman, may I say I was at a great meeting at least 10 years ago in New Orleans with all the people interested in this. The technology has been there certainly since that time. I am very glad that you are pursuing it and pursuing it with such vigor. As the Admiral probably knows, I am the only Member of Congress who has ever eaten an OTEC-cooked hamburger. With a little tabasco sauce it was pretty good.

Mr. BEVILL. Thank you very much.

THURSDAY, MARCH 29, 1990.

TEXAS PROJECTS

WITNESSES

HON. BILL SARPALIUS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF TEXAS
DON KIRKHAM, MAYOR PRO TEM, WICHITA FALLS, TX
DAVID FARABEE, COUNCILMAN, WICHITA FALLS, TX
MICHAEL LAM, COUNCILMAN, WICHITA FALLS, TX
ANGUS THOMPSON, COUNCILMAN, WICHITA FALLS, TX
RON BUFFUM, COUNCILMAN, WICHITA FALLS, TX
GEORGE BONNETT, DIRECTOR, WICHITA FALLS, TX

Mr. BEVILL. Next I see our colleague Bill Sarpalius from Texas.

Mr. SARPALIUS. Thank you very much for allowing me the opportunity to address you.

Today I am delighted to have with me Mr. Don Kirkham, mayor pro tem of Wichita Falls, Texas. Mr. Kirkham is leading a delegation from the city which is here to gain congressional support for 1991 funding of the Holliday and McGrath Creek project. I will defer to Mr. Kirkham in a moment for the specifics of these two flood control projects.

I would like to point out both projects are vital to the people of Wichita Falls. Flooding along both creeks causes $1.59 million in annual damage. In March 1982 flooding cost $21.5 million in damages to commercial and private property. Funding for these projects will eliminate these kinds of damages which result in annual flooding.

Mr. Chairman, this community has worked very hard for both of these projects. Your committee has helped us in the past. I would hope that you would give some very strong consideration for giving us the funds that we need to continue these projects which will help save a lot of the harm that has come to a lot of families because of the flooding.

Mr. BEVILL. We will be glad to hear from you, Mayor.

Mr. KIRKLAND. Mr. Chairman and Members of the committee, I would like to introduce Michael Lam, councilman, David Farabee on the far end, Mr. Thompson and also Mr. George Bonnett. I appreciate the opportunity to come before the committee and request—you know that we are supporting the Corps of Engineers

budget in 1991 for planning and developing the flood control project of McGrath Creek.

It is important that the McGrath Creek and Holliday Creek budgets work together. The McGrath Creek flows into Holliday Creek and we are about to reach that part of the Holliday. The work that we are doing on the Holliday now has progressed to the point that the floods we normally have in March have not come to pass. So the work that we have done is very successful.

As far as the funding goes, we are asking that this project on McGrath Creek be accelerated so that it can be completed at the most opportune time in 1992. The reason is that the McGrath Creek and the city and the state are involved in this particular creek because the flood waters from McGrath Creek do flood Midwestern University. We do have some money committed in the state to help us in our match of that project. We need about 300,000 additional dollars to keep this, to accelerate so that we might let bids in early 1992.

We would appreciate any consideration. We appreciate all the work that you have done for us in the past and we are looking forward to more good work by the contractors working on McGrath and Holliday Creek.

Mr. BEVILL. I have been to your fine city, just before Bill came aboard. We enjoyed it very much. We will certainly work with Bill on this. I hope that we can accommodate you on it.

Mr. KIRKHAM. Mr. Chairman, we do have a written statement.

Mr. BEVILL. That prepared statement will be made a part of the record.

[The statement of Mr. Kirkham follows:]

McGRATH CREEK

CITY OF WICHITA FALLS

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Director George Bonnett, P.E. 817/761-7477
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SUMMARY

The City of Wichita Falls is supporting the Corps of Engineers budget request for continued planning, engineering and design funds for the McGrath Creek Flood Control Project. The City is urging the committee to consider accelerating the design effort for the McGrath Creek Project by increasing the FY 91 funding level to $642,000 so design can be completed by January, 1992.

ENERGY AND WATER DEVELOPMENT SUBCOMMITTEE ON APPROPRIATIONS
TOM BEVILL, CHAIRMAN
McGRATH CREEK
MARCH 29, 1990

Mr. Chairman and Members of the Committee, I am Don Kirkham, Mayor Pro-Tem of Wichita Falls, Texas. On behalf of the people of Wichita Falls, my colleagues who are with me today and I want to express our appreciation to you for the opportunity to make this brief statement. Our purpose in appearing before you is to support the request in the Corps of Engineers 1991 budget for continued planning and engineering funds for the McGrath Creek Project. Additionally, we want to urge the committee to consider accelerating the timing for the McGrath Creek Project engineering efforts to enable the project to be bid in early 1992. To complete the engineering effort we are asking that the $300,000 requested in the 1991 FY budget be increased to $642,000. McGrath Creek is a tributary to Holliday Creek which runs through the heart of Wichita Falls. The Holliday Creek Flood Control Project was authorized by Public Law 99-662, the omnibus water bill, and is presently under construction. During the past two weeks, Wichita Falls has experienced rains which would have normally resulted in evacuation of up to 30 homes. Due to the Holliday Creek construction underway, the floodwater was handled within the new channel without the necessity of moving families from their dwellings. The development and construction of the Holliday Creek project has been a textbook example of outstanding local and federal cooperation to achieve flood protection in an efficient manner. Local support of the Federal/Local partnership is overwhelming as witnessed by an 87% approval of the bond issue funding the required local match for the Holliday Creek construction.

McGrath Creek, also has a disastrous record of property damage and loss of life. The 5.6 square miles of highly urbanized drainage area created floods in May of 1982 which resulted in $21.5 million damage. Floods have reoccurred on an average of twice per year with an annualized damage of approximately $1.6 million. In 1986, floods in the Wichita Falls region resulted in two fatalities, one being on the point of juncture of McGrath and Holliday Creek.

The feasibility study for a flood control project on McGrath Creek was released by the Tulsa Division of the Corps of Engineers in July of 1985. This feasibility report was released for comment, from the Corps of Engineers Office on December 11, 1987 and was signed by the Chief Engineer on March 25, 1988. The feasibility report indicates a Benefit to Cost ratio of 1.7 for McGrath Creek with an estimated construction cost of 9.1 million dollars. An authorization bill was approved by both the House and Senate, in October of 1988, for the McGrath Creek Project under the Title of Senate Bill 2100. Design funds were approved for McGrath Creek in FY 90 in the amount of $258,000 and this design effort is currently underway. The FY90 design funds are sufficient to complete approximately 30% of the required design effort.

By increasing the funding from $300,000 to $642,000 in FY 91, the Corps will be able to move the McGrath Project from the Feature Design Memorandum stage to the bidding phase by June of 1992. This accelerated schedule will facilitate a joint effort on the part of the City of Wichita Falls and the State of Texas to fund the required local match. We believe this accelerated design effort is necessary to reduce the flooding potential for a highly urbanized area of our community as well as an important element of the State University System.

The City of Wichita Falls supports the cost sharing approach for construction of flood control projects and we believe this project is a demonstration of cost effective Local/Federal partnership. We belive the need to properly coordinate ongoing construction activities of the Holliday and McGrath Creek Projects makes it highly desirable that $642,000 be included in the Corps of Engineers 1991 FY Budget to complete the planning and engineering efforts on this project.

Mr. Chairman this concludes our statement, thank you, and we will be glad to answer any questions.

THURSDAY, MARCH 29, 1990.

SMALL BUSINESS SET-ASIDE FOR CORPS OF ENGINEERS DREDGING

WITNESS

DONALD ROEDER, PRESIDENT, AMERICAN DREDGING CO.

Mr. BEVILL. Mr. Donald Roeder.

Mr. ROEDER. Mr. Chairman, Members of the committee, my name is Donald Roeder, I am president of the American Dredging Company located in Camden, New Jersey. I also want to thank you for the opportunity to testify here today, to thank you for the strong support this committee has always given the dredging industry in the United States.

American Dredging has been a public corporation involved in the dredging business for 123 years. We are America's oldest dredging company. We perform dredging for the Federal Government on the Atlantic and Gulf Coasts of the United States.

I am here today speaking on behalf of a number of large and small dredging companies. I will summarize my statement.

We are concerned that the percentage goal increases for small business set-asides included in Section 722 of Public Law 100-655 from 20 percent in 1989 to 30 percent in 1991 will result in a continued significant increase in the cost per cubic yard for the material dredged under the Corps of Engineers navigation program.

Unless there is an offsetting increase in the funds appropriated to the Corps of Engineers, the increase in the cost per cubic yard will cause a decrease in the total annual yardage excavated and a reduction in the number of navigation channel projects which can be maintained at depths suitable and safe for maritime traffic.

The arbitrary and unjustified imposition of large percentages of the total navigation budget for small business set-aside goals dilutes the overall effectiveness of the navigation program and exacerbates the funding shortage which currently exists in the navigation program of the corps.

A review of a recent analysis of the small business set-aside provisions in dredging by the A.T. Kearney firm provides some interesting insights. The data for this study was generated from the Corps of Engineers bidding records. The database covers at least 92 percent of all of the Corps of Engineers dredging jobs contracted to private firms.

The awarded share of the total corps work contracted to small business firms has averaged 22 percent over the past five years—of which 14 percent was set aside. If only the portion of maintenance and new work that can be performed with the equipment available to small firms is considered, the small business firms have held a 26 percent share of the total program—of which 17 percent was set aside.

The ratio of the 14 percent set-aside to the 22 percent, which represents both the set-aside and unrestricted work awarded to small business firms, results in a factor of 1.57. Applying this factor to the 30 percent set-aside goal included in Section 722, the overall impact of the set-aside goal for 1991 on the navigation program of

the Corps is estimated to be a 47.1 percent small business share of the entire Corps annual dredging budget.

Viewed in isolation, the 30 percent figure is large. However, when the entire scope of the small business program is identified, it is easy to understand why there is a serious shortage of funding available on an open-market basis to those firms which provide the most timely and economical performance.

We are reminded of one of the provisions in Public Law 95-269, "carry out such work (river and harbor projects) in the manner most economical and advantageous to the United States." Severe restrictions in the funding available to perform the annual dredging workload with the most efficient equipment due to continuing and large increases in the dollars set aside for small business firms is certainly not consistent with this legislative language and objective.

For maintenance dredging projects, the prices for set-aside work exceed the unrestricted prices by 71 percent. In addition, the small business firm prices were 43 percent higher for the set-aside jobs for their own unrestricted jobs. As a result, the Corps of Engineers has paid about $87 million in set-aside added costs in the maintenance dredging program over the past five years. This represents 59 percent of all of the jobs which, over the five-year period, were cancelled, postponed or not bid primarily because of a lack of funding.

It is not surprising from a review of the above data that most of the jobs which were not performed were scheduled for bid in the unrestricted category.

Small and emerging firms have been awarded only 9 percent of the new work or improvement dredging projects over the last five years. These projects involve small quantities of yardage in relatively shallow channel depths, so they were achievable with the type of equipment available to small firms. This small percentage and the type of work performed on improvement projects demonstrates the inability of the small firms to perform large-scale projects.

In addition, there is an inequity in including the value of contracts awarded for hopper and dustpan dredge work in determining the percentage of the annual expenditures set aside for projects which clearly can be performed only by the special-purpose type of dredge equipment and is clearly beyond the capabilities of the small firms. This method unfairly reduces the percentage of the annual workload attributable to the small business firm.

It is estimated that the Corps will have to incur between 110 and 190 million dollars in added costs, beyond that achievable on an open market basis, during the next five years as a result of the SBA set-aside provisions. We believe this is far too high a subsidy to pay for very doubtful benefits to the Corps mission, both short-term and long-term. This type of premium results from the fact that there is less competition in the set-aside program than is available for unrestricted work.

Based on a review of prior testimony presented to the committees on small business and the A.T. Kearney analysis, it appears that the limited level of competition results, to a large degree, from the fact that only a small segment, eight to ten of the small busi-

ness firms are consistently awarded the majority of the annual dollars available in the small business program.

In fact, the A.T. Kearney analysis indicates that inordinate percentages of the small business set-aside revenues are awarded in the South Atlantic and Great Lakes regions, 59 percent and 22 percent respectively. We believe that an evaluation should be made to determine why the set-aside jobs are disproportionately allocated to the South Atlantic and Great Lakes regions.

We suggest that the committee look into this aspect with the objective of broadening the competition among all of the small business firms around the nation.

Lastly, we want to bring to your attention that the small business committees have, in our opinion, arbitrarily directed the SBA to increase the size standard for the small business dredging firms. The prior size standard is $13.5 million. To our knowledge, these increases ranging from 1.5 to two times greater than the prior size standard, were directed without the benefit of a statistical and management analysis.

For this reason, we request that this committee undertake an evaluation of the impact of large and frequent increases in the dredging size standard on the navigation program of the Corps.

The cost sharing provisions of the water resources development acts have resulted in the construction of improved depths in many of the channels serving the coastal ports. Now, more than at any time in the past, there is a need to carefully scrutinize the effectiveness of the funding (federal and state) allocated to the national navigation program.

In summary, Mr. Chairman, we ask you and your colleagues to look at ways to minimize the negative impact of excessive set-asides on the Corps' vital mission. One approach is to determine that the value of contracts such as hopper and dustbin dredges should not be included as they are now in determining the total dollars available for small business firms and the associated percentage goals. Small business firms cannot perform this work, so we believe it should not be part of the total set-aside.

[The statement of Mr. Roeder follows:]

TESTIMONY

SUBCOMMITTEE ON ENERGY & WATER

COMMITTEE ON APPROPRIATIONS

U.S. HOUSE OF REPRESENTATIVES

MARCH 29, 1990

WITNESS: MR. DONALD ROEDER
PRESIDENT
AMERICAN DREDGING COMPANY
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28-810 O - 90 - 41

3/29/90

MR. CHAIRMAN, MEMBERS OF THE COMMITTEE:

MY NAME IS DONALD ROEDER, AND I AM PRESIDENT OF THE AMERICAN DREDGING COMPANY LOCATED IN CAMDEN, NEW JERSEY.

AMERICAN DREDGING HAS BEEN A PUBLIC CORPORATION INVOLVED IN THE DREDGING BUSINESS FOR 123 YEARS. WE PERFORM DREDGING FOR THE FEDERAL GOVERNMENT ON THE ATLANTIC AND GULF COASTS OF THE UNITED STATES.

I AM HERE TODAY SPEAKING ON BEHALF OF A NUMBER OF LARGE AND SMALL DREDGING COMPANIES. WE ARE CONCERNED THAT THE PERCENTAGE GOAL INCREASES FOR SMALL BUSINESS SET-ASIDES INCLUDED IN SECTION 722 OF PUBLIC LAW 100-656, FROM 20% in 1989 TO 30% IN 1991 WILL RESULT IN A CONTINUED SIGNIFICANT INCREASE IN THE COST PER CUBIC YARD FOR THE MATERIAL DREDGED UNDER THE CORPS OF ENGINEERS NAVIGATION PROGRAM. UNLESS THERE IS AN OFFSETTING INCREASE IN THE FUNDS APPROPRIATED TO THE CORPS OF ENGINEERS, THE INCREASE IN THE COST PER CUBIC YARD WILL CAUSE A DECREASE IN THE TOTAL ANNUAL YARDAGE EXCAVATED AND A REDUCTION IN THE NUMBER OF NAVIGATION CHANNEL PROJECTS WHICH CAN BE MAINTAINED AT DEPTHS SUITABLE AND SAFE FOR MARITIME TRAFFIC.

THE ARBITRARY AND UNJUSTIFIED IMPOSITION OF LARGE PERCENTAGES OF THE TOTAL NAVIGATION BUDGET FOR SMALL BUSINESS SET-ASIDE GOALS DILUTES THE OVERALL EFFECTIVENESS OF THE NAVIGATION PROGRAM AND EXACERBATES THE FUNDING SHORTAGE WHICH CURRENTLY EXISTS IN THE NAVIGATION PROGRAM OF THE CORPS.

RESPONDING TO THE CHALLENGE INCLUDED IN PUBLIC LAW 95-269, THE LARGE MARINE CONSTRUCTION FIRMS HAVE INVESTED WELL OVER $500 MILLION DOLLARS IN THE CONSTRUCTION OF STATE-OF-THE-ART DREDGES SINCE THE ENACTMENT OF THE LEGISLATION IN 1978. THE AVAILABILITY OF HIGH PRODUCTION AND EFFICIENT EQUIPMENT ENSURES THAT THE MAJOR MAINTENANCE AND IMPROVEMENT PROJECTS CAN BE PERFORMED RAPIDLY, ECONOMICALLY AND IN THE MOST ENVIRONMENTALLY SENSITIVE MANNER. THIS TYPE OF EQUIPMENT IS ALSO NEEDED AND INCLUDED IN THE CORPS OF ENGINEERS RESERVE FLEET TO PERFORM EMERGENCY DREDGING RESULTING FROM STORMS AND NATIONAL DISASTERS SUCH AS OIL SPILLS AND LOW WATER CAUSED BY DROUGHTS. THE RESERVE FLEET IS ALSO REQUIRED FOR RAPID DEPLOYMENT IN SUPPORT OF MILITARY REQUIREMENTS. THIS IS THE ONLY RESERVE FLEET AVAILABLE TO THE FEDERAL GOVERNMENT WHICH DOES NOT INVOLVE A SUBSIDY OF ANY TYPE.

THE VALUE OF CONTRACTS FOR EXPENSIVE SPECIAL PURPOSE EQUIPMENT, SUCH AS HOPPER AND DUSTPAN DREDGES WHICH ARE NOT OWNED BY SMALL BUSINESS FIRMS, SHOULD NOT BE INCLUDED (AS IS THE CASE NOW) IN DETERMINING THE TOTAL DOLLARS AVAILABLE TO THE SMALL BUSINESS FIRMS AND THE ASSOCIATED PERCENTAGE GOALS.

THE SMALL BUSINESS FIRMS CANNOT PERFORM THIS WORK, SO WE BELIEVE IT SHOULD NOT BE PART OF THE TOTAL AGAINST WHICH THE SET-ASIDE PERCENTAGE IS APPLIED. IT IS OF PARAMOUNT IMPORTANCE THAT THE SMALL BUSINESS GOALS AND SIZE STANDARD NOT BE INCREASED TO THE POINT THAT THE UTILIZATION AND EFFECTIVENESS OF THE HIGHLY SPECIALIZED EQUIPMENT OWNED AND OPERATED BY THE LARGE FIRMS BE IMPAIRED.

A REVIEW OF A RECENT ANALYSIS OF THE SMALL BUSINESS SET-ASIDE PROVISIONS IN DREDGING BY THE A.T. KEARNEY FIRM PROVIDES SOME INTERESTING INSIGHTS. THE DATA FOR THIS STUDY WAS GENERATED FROM THE CORPS OF ENGINEERS BIDDING RECORDS [THE DATA BASE COVERS AT LEAST 92% OF ALL OF THE CORPS OF ENGINEERS DREDGING JOBS CONTRACTED TO PRIVATE FIRMS].

THE AWARDED SHARE OF THE TOTAL CORPS WORK CONTRACTED TO SMALL BUSINESS FIRMS HAS AVERAGED 22% OVER THE PAST FIVE YEARS--OF WHICH 14% WAS SET ASIDE. IF ONLY THE PORTION OF MAINTENANCE AND NEW WORK THAT CAN BE PERFORMED WITH THE EQUIPMENT AVAILABLE TO SMALL FIRMS IS CONSIDERED, THE SMALL BUSINESS FIRMS HAVE HELD A 26% SHARE OF THE TOTAL PROGRAM--OF WHICH 17% WAS SET ASIDE.

THE RATIO OF THE 14% SET-ASIDE TO THE 22%, WHICH REPRESENTS BOTH THE SET-ASIDE AND UNRESTRICTED WORK AWARDED TO SMALL BUSINESS FIRMS, RESULTS IN A FACTOR OF 1.57. APPLYING THIS FACTOR TO THE 30% SET-ASIDE GOAL INCLUDED IN SECTION 722, THE OVERALL IMPACT OF THE SET-ASIDE GOAL FOR 1991 ON THE NAVIGATION PROGRAM OF THE CORPS IS ESTIMATED TO BE A 47.1% SMALL BUSINESS SHARE OF THE ENTIRE CORPS ANNUAL DREDGING BUDGET. VIEWED IN ISOLATION, THE 30% FIGURE IS LARGE. HOWEVER, WHEN THE ENTIRE SCOPE OF THE SMALL BUSINESS PROGRAM IS IDENTIFIED, IT IS EASY TO UNDERSTAND WHY THERE IS A SERIOUS SHORTAGE OF FUNDING AVAILABLE ON AN OPEN-MARKET BASIS TO THOSE FIRMS WHICH PROVIDE THE MOST TIMELY AND ECONOMICAL PERFORMANCE.

WE ARE REMINDED OF ONE OF THE PROVISIONS IN PUBLIC LAW 95-269....."CARRY OUT SUCH WORK (RIVER AND HARBOR PROJECTS) IN THE MANNER MOST ECONOMICAL AND ADVANTAGEOUS TO THE UNITED STATES." SEVERE RESTRICTIONS IN THE FUNDING AVAILABLE TO PERFORM THE ANNUAL DREDGING WORKLOAD WITH THE MOST EFFICIENT EQUIPMENT DUE TO CONTINUING AND LARGE INCREASES IN THE DOLLARS SET ASIDE FOR SMALL BUSINESS FIRMS IS CERTAINLY NOT CONSISTENT WITH THIS LEGISLATIVE LANGUAGE AND OBJECTIVE.

FOR MAINTENANCE DREDGING PROJECTS, THE PRICES FOR SET-ASIDE WORK EXCEED THE UNRESTRICTED PRICES BY 71%. IN ADDITION, THE SMALL BUSINESS FIRM PRICES WERE 43% HIGHER FOR THE SET-ASIDE JOBS FOR THEIR OWN UNRESTRICTED JOBS. AS A RESULT, THE CORPS OF ENGINEERS HAS PAID ABOUT $87 MILLION IN SET-ASIDE ADDED COSTS IN THE MAINTENANCE DREDGING PROGRAM

OVER THE PAST FIVE YEARS. THIS REPRESENTS 59% OF ALL OF THE JOBS WHICH, OVER THE FIVE-YEAR PERIOD, WERE CANCELLED, POSTPONED OR NOT BID PRIMARILY BECAUSE OF A LACK OF FUNDING. IT IS NOT SURPRISING FROM A REVIEW OF THE ABOVE DATA THAT MOST OF THE JOBS WHICH WERE NOT PERFORMED WERE SCHEDULED FOR BID IN THE UNRESTRICTED CATEGORY.

SMALL AND EMERGING FIRMS HAVE BEEN AWARDED ONLY 9% OF THE NEW WORK OR IMPROVEMENT DREDGING PROJECTS OVER THE LAST FIVE YEARS. THESE PROJECTS INVOLVE SMALL QUANTITIES OF YARDAGE IN RELATIVELY SHALLOW CHANNEL DEPTHS SO THEY WERE ACHIEVABLE WITH THE TYPE OF EQUIPMENT AVAILABLE TO SMALL FIRMS. THIS SMALL PERCENTAGE AND THE TYPE OF WORK PERFORMED ON IMPROVEMENT PROJECTS DEMONSTRATES THE INABILITY OF THE SMALL FIRMS TO PERFORM LARGE-SCALE PROJECTS. IN ADDITION, THERE IS AN INEQUITY IN INCLUDING THE VALUE OF CONTRACTS AWARDED FOR HOPPER AND DUSTPAN DREDGE WORK IN DETERMINING THE PERCENTAGE OF THE ANNUAL EXPENDITURES SET ASIDE FOR PROJECTS WHICH CLEARLY CAN BE PERFORMED ONLY BY THE SPECIAL-PURPOSE TYPE OF DREDGE EQUIPMENT AND IS CLEARLY BEYOND THE CAPABILITIES OF THE SMALL FIRMS. THIS METHOD UNFAIRLY REDUCES THE PERCENTAGE OF THE ANNUAL WORKLOAD ATTRIBUTABLE TO THE SMALL BUSINESS FIRM.

IT IS ESTIMATED THAT THE CORPS WILL HAVE TO INCUR BETWEEN $110 AND $190 MILLION IN ADDED COSTS, BEYOND THAT ACHIEVABLE ON AN OPEN MARKET BASIS, DURING THE NEXT FIVE YEARS AS A RESULT OF THE SBA SET-ASIDE PROVISIONS. WE BELIEVE THIS IS FAR TOO HIGH A SUBSIDY TO PAY FOR VERY DOUBTFUL BENEFITS TO THE CORPS MISSION, BOTH SHORT-TERM AND LONG-TERM. THIS TYPE OF PREMIUM RESULTS FROM THE FACT THAT THERE IS LESS COMPETITION IN THE SET-ASIDE PROGRAM THAN IS AVAILABLE FOR UNRESTRICTED WORK.

BASED ON A REVIEW OF PRIOR TESTIMONY PRESENTED TO THE COMMITTEES ON SMALL BUSINESS AND THE A.T. KEARNEY ANALYSIS, IT APPEARS THAT THE LIMITED LEVEL OF COMPETITION RESULTS, TO A LARGE DEGREE, FROM THE FACT THAT ONLY A SMALL SEGMENT, 8 TO 10 OF THE SMALL BUSINESS FIRMS ARE CONSISTENTLY AWARDED THE MAJORITY OF THE ANNUAL DOLLARS AVAILABLE IN THE SMALL BUSINESS PROGRAM. IN FACT, THE A.T. KEARNEY ANALYSIS INDICATES THAT INORDINATE PERCENTAGES OF THE SMALL BUSINESS SET-ASIDE REVENUES ARE AWARDED IN THE SOUTH ATLANTIC AND GREAT LAKES REGIONS, 59% AND 22% RESPECTIVELY. WE BELIEVE THAT AN EVALUATION SHOULD BE MADE TO DETERMINE WHY THE SET-ASIDE JOBS ARE DISPROPORTIONATELY ALLOCATED TO THE SOUTH ATLANTIC AND GREAT LAKES REGIONS.

WE SUGGEST THAT THE COMMITTEE LOOK INTO THIS ASPECT WITH THE OBJECTIVE OF BROADENING THE COMPETITION AMONG ALL OF THE SMALL BUSINESS FIRMS AROUND THE NATION.

LASTLY, WE WANT TO BRING TO YOUR ATTENTION THAT THE SMALL BUSINESS COMMITTEES HAVE, IN OUR OPINION, ARBITRARILY DIRECTED THE SBA TO INCREASE THE SIZE STANDARD FOR THE SMALL BUSINESS DREDGING FIRMS. THE PRIOR SIZE STANDARDS WERE $2.5, 5.0 AND 9.5 MILLION DOLLARS. THE CURRENT SIZE STANDARD IS 13.5 MILLION DOLLARS. TO OUR KNOWLEDGE, THESE INCREASES RANGING FROM 1.5 TO 2 TIMES GREATER THAN THE PRIOR SIZE STANDARD, WERE DIRECTED WITHOUT THE BENEFIT OF A STATISTICAL AND MANAGEMENT ANALYSIS. FOR THIS REASON, WE REQUEST THAT THIS COMMITTEE UNDERTAKE AN EVALUATION OF THE IMPACT OF LARGE AND FREQUENT INCREASES IN THE DREDGING SIZE STANDARD ON THE NAVIGATION PROGRAM OF THE CORPS.

THE COST SHARING PROVISIONS OF THE WATER RESOURCES DEVELOPMENT ACTS HAVE RESULTED IN THE CONSTRUCTION OF IMPROVED DEPTHS IN MANY OF THE CHANNELS SERVING THE COASTAL PORTS. NOW, MORE THAN AT ANY TIME IN THE PAST, THERE IS A NEED TO CAREFULLY SCRUTINIZE THE EFFECTIVENESS OF THE FUNDING (FEDERAL AND STATE) ALLOCATED TO THE NATIONAL NAVIGATION PROGRAM.

IN SUMMARY, MR. CHAIRMAN, WE ASK YOU AND YOUR COLLEAGUES TO LOOK AT WAYS TO MINIMIZE THE NEGATIVE IMPACT OF EXCESSIVE SET-ASIDES ON THE CORPS VITAL MISSION. BUDGET DOLLARS ARE TOO PRECIOUS AND THE DREDGING NEEDS OF THE NATION TOO GREAT TO SQUANDER TAX DOLLARS UNNECESSARILY IN THIS WAY.

Attachment
A.T. Kearney Report

Mr. BEVILL. Thank you. Mr. Myers?

Mr. MYERS. Dredging is an area Mrs. Boggs has been championing through the years. I became aware that perhaps the small business set-aside in this particular instance was not doing the job Congress intended. All of us want to see small business survive in this country. But we have a very tight budget this year. So when I heard about this late last year I asked them to come forth with this analysis of actual facts and figures.

Mr. ROEDER. We have them for the committee.

Mr. MYERS. I will ask that they be made a part of the record.

Mr. BEVILL. They will be made a part of the record.

[The information follows:]

ANALYSIS OF THE SMALL BUSINESS SET-ASIDE PROVISIONS IN DREDGING

Backup Report

1285

A.T. Kearney

March 1990

ATK7/3652a et

Table Of Contents

- Background and introduction
- Executive summary
- Overview of the set-aside program
- Historical performance against objectives
- Financial impact of set-aside provisions and bidding patterns
- Potential future impact of set-aside provisions
- Conclusions and implications
- Appendixes

Background And Introduction

Background

- This report briefly assesses the historical and potential impact of the set-aside provisions on bidding patterns and program costs

- The historical analyses focused on four questions
  - Set-aside market shares
  - Small[1] businesses' focus
  - Actual market shares versus targets
  - Set-aside versus unrestricted bidding and financial impact

- The prospective analyses focused on two questions
  - Future set-aside market shares in maintenance work
  - Future financial impact of set-aside provisions

- All analyses, findings and conclusions are based on data supplied by DISSC,[2] which was generated from the Corps of Engineers' bidding records. DISSC estimates that the database covers at least 92% of all Corps of Engineers dredging jobs contracted to private businesses

Notes: (1) Unless otherwise mentioned, small businesses include both small and emerging firms
(2) Dredging Industry Size Standards Committee

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Background

- The C.O.E. dredging program is split between maintenance and new work
- Small businesses do not operate hopper dredges

1985-1989 C.O.E. Program ($ Millions)			
Type Of Work / Equipment	Maintenance	New Work[(1)]	Total
• Hopper	$ 188 (10%)	$161 (9%)	$ 349 (19%)
• Other (clamshell and hydraulic)	908 (50%)	558 (31%)	1,466 (81%)
Total	1,096 (60%)	719 (40%)	1,815

Note: (1) New Work includes beach nourishment

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Background

- The set-aside program works as follows...
  - Prior to putting dredging projects up for bid, the Corps determines which projects should be restricted to small business bidders
  - Based on the "Rule of Two," jobs are set aside when there is a "reasonable probability" that at least two small business competitors will bid at reasonable cost

- SBA participants can bid on set-aside as well as unrestricted jobs

Breakdown Of Corps Of Engineers Dredging Program

	Small And Disadvantaged Program		
	SBA Set Aside		"8 A's"
	Emerging Firms	Small Firms	Minority
• Unrestricted bidding (open to all)	• Open to emerging businesses only	• Open to small and emerging businesses only	• Negotiated with minority-owned businesses only

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Background

- Small and emerging businesses are defined based on the average of their revenues over the last three years

	Emerging Businesses	Small Businesses
• Average annual revenues over the last three years	Less than $6.75 million	$6.75 to $13.5 million

- To encourage small and emerging businesses' participation in the Corps program, the 1988 set-aside provisions set targets so that the Corps of Engineers should award an increasing percentage of its dredging expenditures to small and emerging businesses

Year	Percent Awarded To Emerging Businesses	Percent Awarded To Small Businesses	Total Percent Awarded
1989	5.0%	15.0%	20.0%
1990	7.5%	17.5%	25.0%
1991	10.0%	20.0%	30.0%
1992	10.0%	20.0%	30.0%

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Executive Summary

Executive Summary

- Awarded shares of total C.O.E. work contracted to small business have averaged 22% over the last five years, including 14% set aside
- If only the portion of maintenance and new work that can be performed by small firms is considered, they have held a 26% share, including 17% set aside
- For maintenance projects, prices for set-aside work exceed unrestricted prices by 71%. In addition, small businesses get prices 45% higher from set-aside jobs then from their own unrestricted jobs
- 12% of all set-aside jobs are bid by only one small business competitor, despite the "Rule of Two"

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Executive Summary

- As a result, the Corps of Engineers has paid $87 million in "set-aside" added costs in maintenance work over the last five years
- This represents 59% of all the jobs which, over the period, were canceled, postponed or not bid (frequently for lack of funding)
- Due to the increasing percentages targeted to be set aside starting this year, it is estimated that the Corps will pay $109 to $192 million in added costs, depending on the size of the market
- This would represent 45% to 77% of all jobs canceled, postponed or not bid, assuming the volume of those jobs remains unchanged

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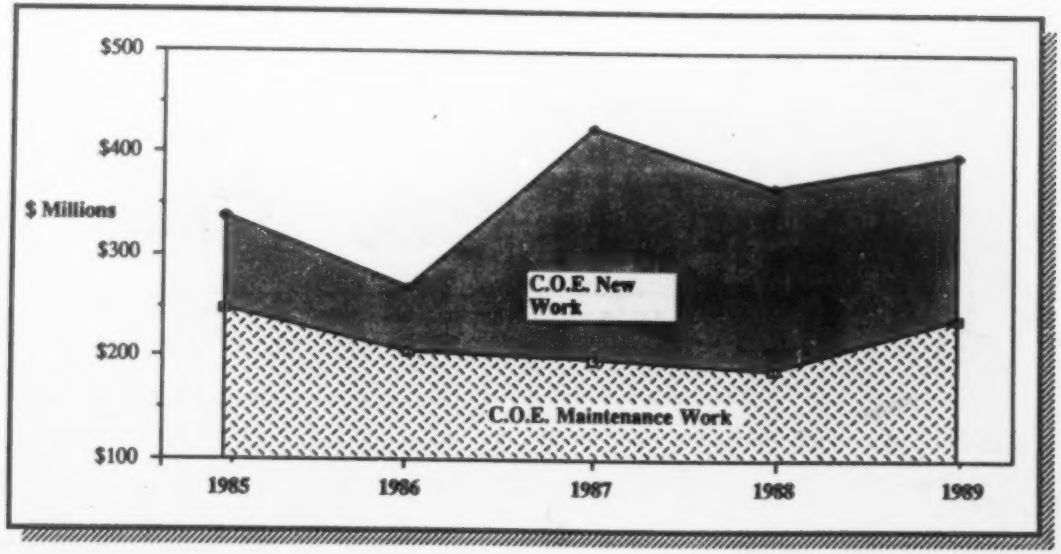
Overview Of The Set-Aside Program

Program Overview

- This section focuses on program projects awarded
  - Through set-aside bidding
  - To small businesses, through unrestricted bidding
  - To large businesses, through unrestricted bidding
- In addition, this section analyzes the focus of small and emerging business in terms of region

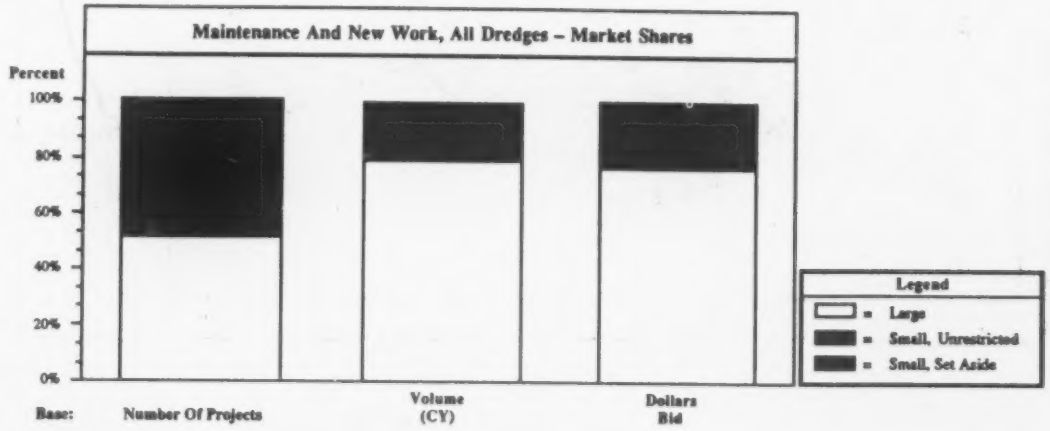
Program Overview

- Corps of Engineers dredging work contracted to private business has fluctuated between $275 and $430 million per year



Program Overview

- Over the last five years, small businesses have been awarded 22% of total C.O.E. dredging expenditures



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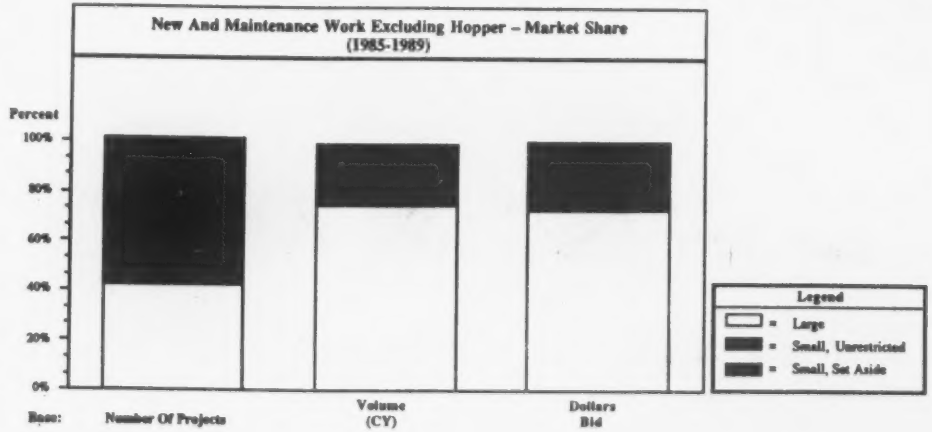
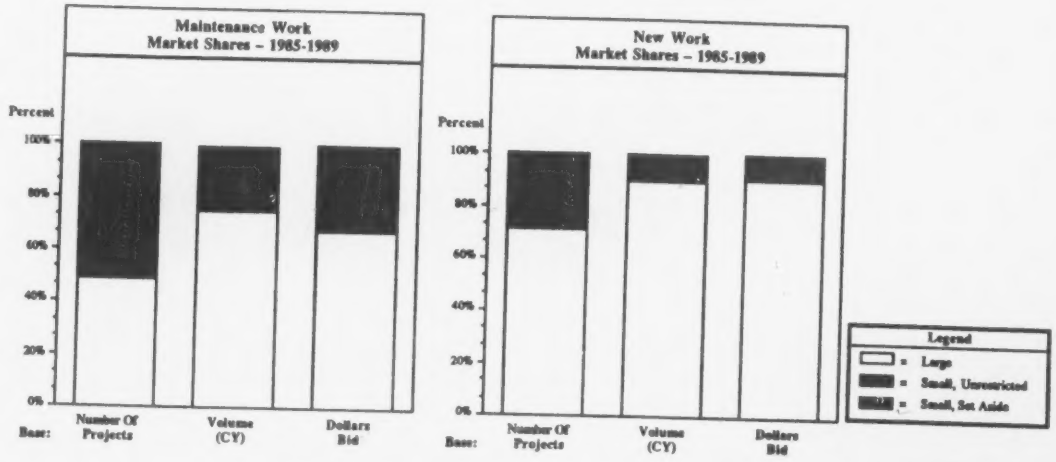
Program Overview

- If only the portion of maintenance and new work that can be performed by small firms is considered, they have held a 26% dollar share – including 17% set aside



Program Overview

- Small and emerging businesses have been awarded 30% of the Corps' maintenance expenditures, and 9% of new work over the last five years



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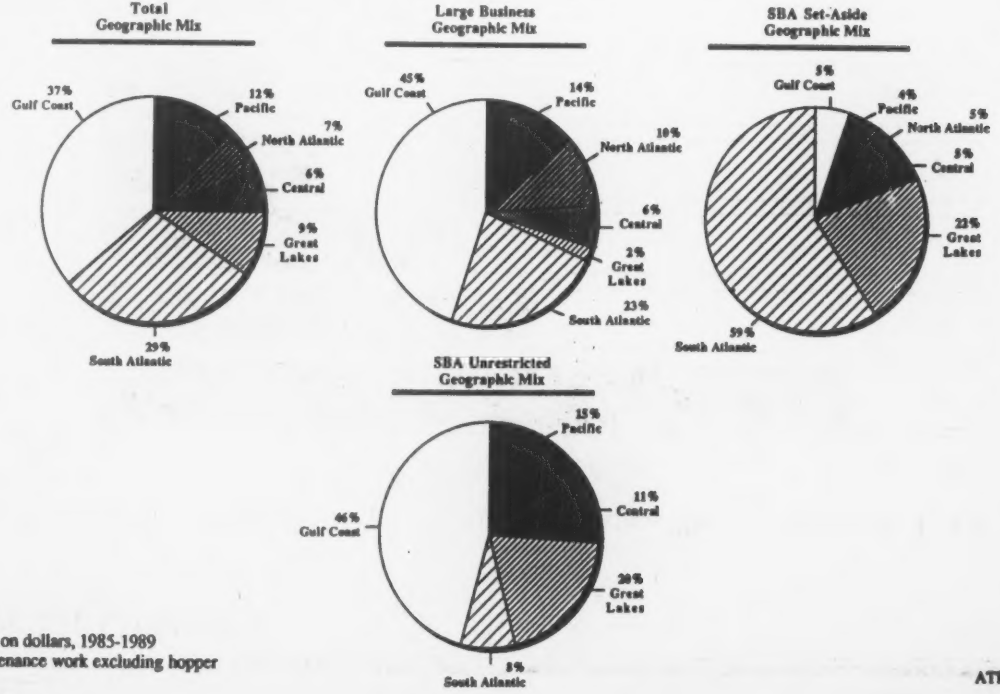
Program Overview

- 81% of set-aside revenues come from the Great Lakes region and the South Atlantic, which account for 38% of the market



Note: Based on dollars, 1985-1989
Maintenance work excluding hopper

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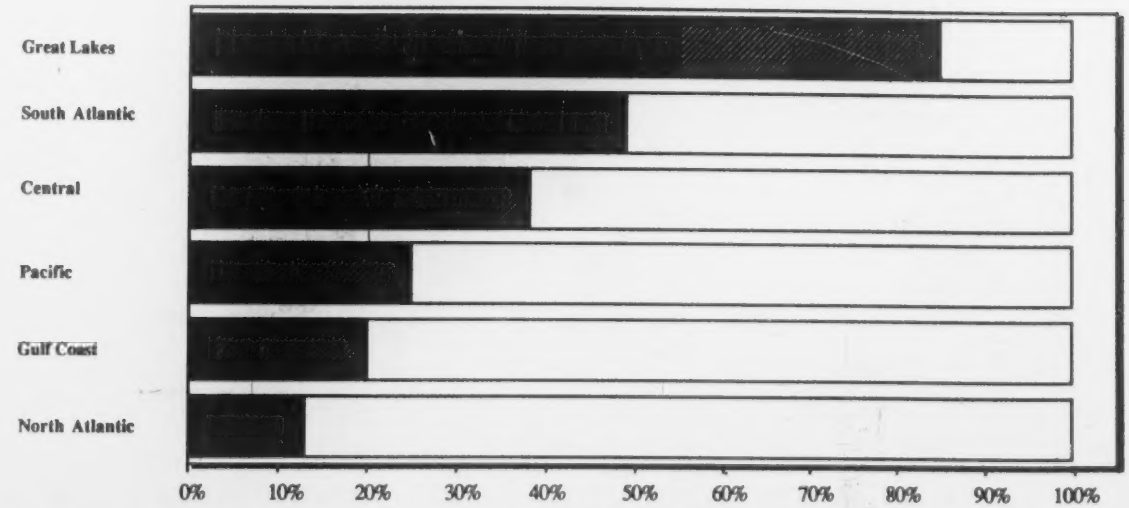
Program Overview

- Approximately half of the Corps' maintenance expenditures in the Great Lakes and the South Atlantic are set aside



Note: Based on dollars, 1985-1989
Maintenance work excluding hopper

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Program Overview Summary

- Corps of Engineers work is split 60/40 between maintenance work and new work
- Small and emerging businesses do not significantly compete in new work
- Small and emerging businesses do not have the equipment required to compete in the hopper segment
- Set aside jobs are disproportionately allocated to the Great Lakes region and the South Atlantic

Historical Performance Against Objectives

Historical Performance

- This section focuses on the actual share of the Corps' expenditures captured by small and emerging businesses versus the set-aside provisions' targets

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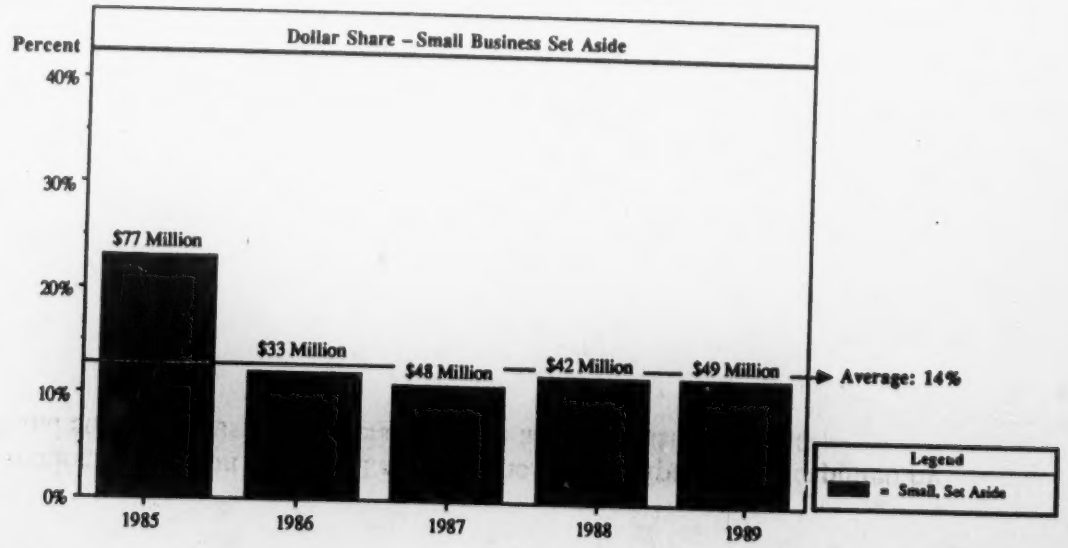
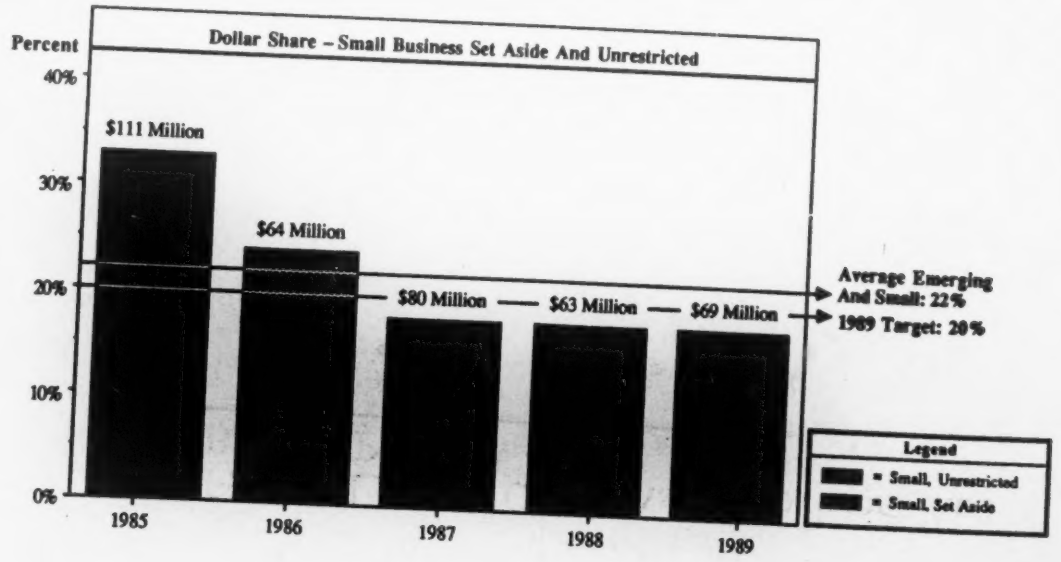
Historical Performance

- Set-aside shares of total C.O.E. expenditures have averaged 14% over the last five years



Historical Performance

- Awarded shares of total C.O.E. expenditures, which include shares of unrestricted work, have averaged 22% over the last five years



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Financial Impact Of Set-Aside Provisions And Bidding Patterns

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Financial Impact

- This section focuses on another aspect of set-aside provisions – their impact on bidding patterns and prices on
  - New work
  - Maintenance work
- To compare prices on an equal basis, only hydraulic and clamshell jobs have been analyzed since small and emerging businesses operate these types of equipment exclusively
- To account for further possible differences among different types of jobs, size and geographic location of the jobs have been analyzed

Financial Impact

- Price differences between set-aside and unrestricted work are not significant in new work

1985-1989 New Work Prices (Excluding Hopper)

	$/CY	$ Premium	% Premium
• Set-aside, small firms	$2.42	($0.07)	–3%
• Unrestricted, all firms	$2.49	–	–

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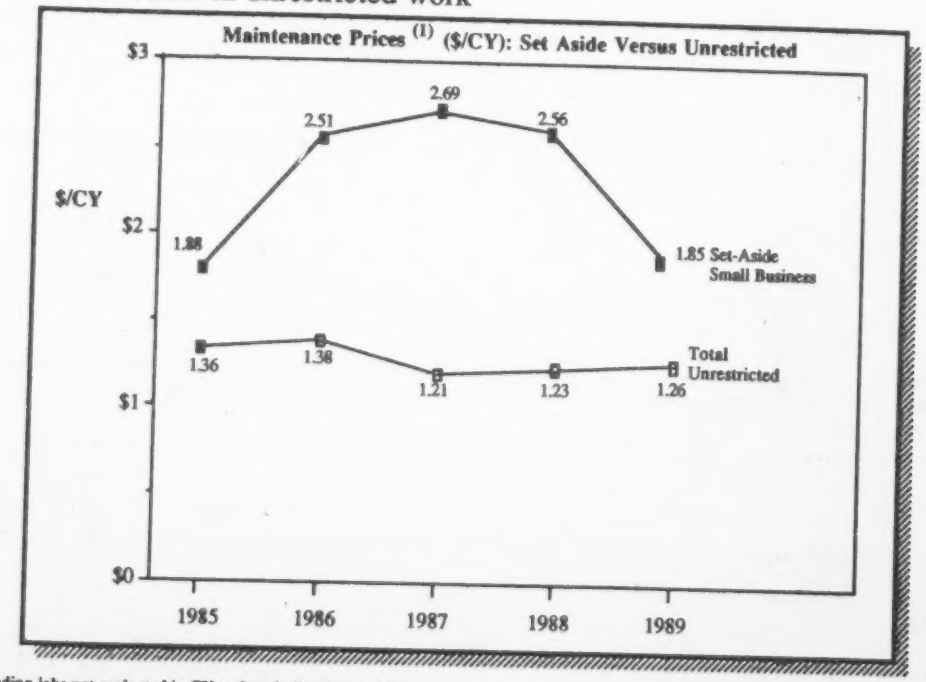
Financial Impact

- For maintenance projects, prices per cubic yard have been significantly higher in set-aside work than in unrestricted work



Note: (1) Excluding jobs not evaluated in CY and excluding hopper dredges

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Financial Impact

- Set-aside provisions have resulted in substantial added costs and/or projects foregone in maintenance work

1985-1989 Yields	$/CY	$ Premium	% Premium	1985-1989 Set-Aside Work
• Unrestricted jobs	$1.29	–	–	–
• Set-aside jobs				
– Won by emerging businesses	2.69	$1.40	109%	$ 76 Million
– Won by small businesses	1.98	0.69	53%	126 Million
– Total	2.20	0.91	71%	202 Million

Financial Impact

- The higher prices prevailing for set-aside work appear to be consistent for different job sizes and across most regions, except the South Atlantic
- Small businesses get prices 43% higher, on average, from set-aside jobs than from their own unrestricted jobs

1985-1989 Comparable Maintenance Work (Excluding Hopper Segment): Dollars Per Cubic Yard (1)

	SBA, Set Aside	SBA, Unrestricted	Total Unrestricted
■ Overall	$2.20	$1.52	$1.29
■ Size of job			
• < $0.6 million	3.19	1.79	1.24
• $0.6-$1.2 million	1.80	1.25	1.03
• > $1.2 million	2.16	1.60	1.54
■ Region			
• North Atlantic	7.46	NMF (2)	5.54
• Central	1.51	1.21	1.36
• Great Lakes	6.29	2.72	3.28
• South Atlantic	1.73	1.50	2.70
• Gulf Coast	1.84	1.11	0.80
• Pacific	3.96	6.20	3.09

Notes: (1) Adjusted to exclude jobs not evaluated in CY
(2) Only two jobs between 1985 and 1989

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Financial Impact

- 97 million cubic yards of maintenance work have been set aside for emerging and small businesses over the last five years
- Based on set-aside premiums, the Corps of Engineers has paid $87 million more than what it would have paid if the work were bid on an open, unrestricted basis
- This represents 59% of the jobs that were canceled, postponed or not bid over the period, frequently due to lack of funding

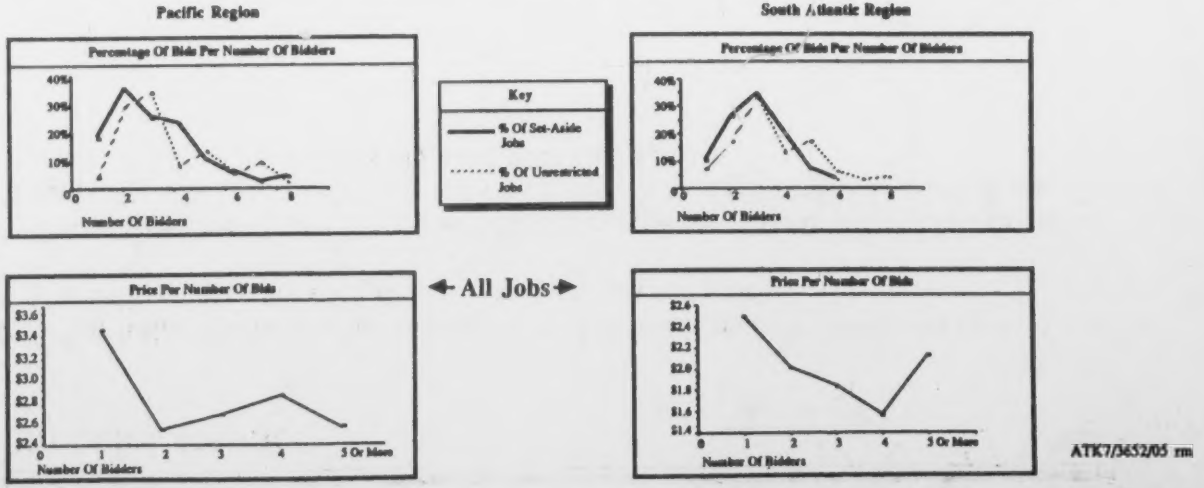
Financial Impact

- What follows is an attempt to determine if different bidding conditions explain price differences between set-aside and unrestricted jobs
- Prices have been found to vary widely across regions. In order to have a consistent and large enough sample, only the two regions with a reasonable amount of set-aside and unrestricted jobs (1) have been examined

Note: (1) At least 40 set-aside and 40 unrestricted jobs between 1985 and 1989

Financial Impact

- In the Pacific and South Atlantic regions, set-aside work is affected by different bidding conditions than unrestricted work
- Set-aside jobs have fewer competing bidders than unrestricted jobs. A high percentage (18% and 10%, respectively) of set-aside jobs have only one bidder, which reveals the limitations of the "Rule of Two"
- There appears to be an inverse relationship between prices and number of bidders



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Potential Future Impact Of Set-Aside Provisions

Potential Future Impact

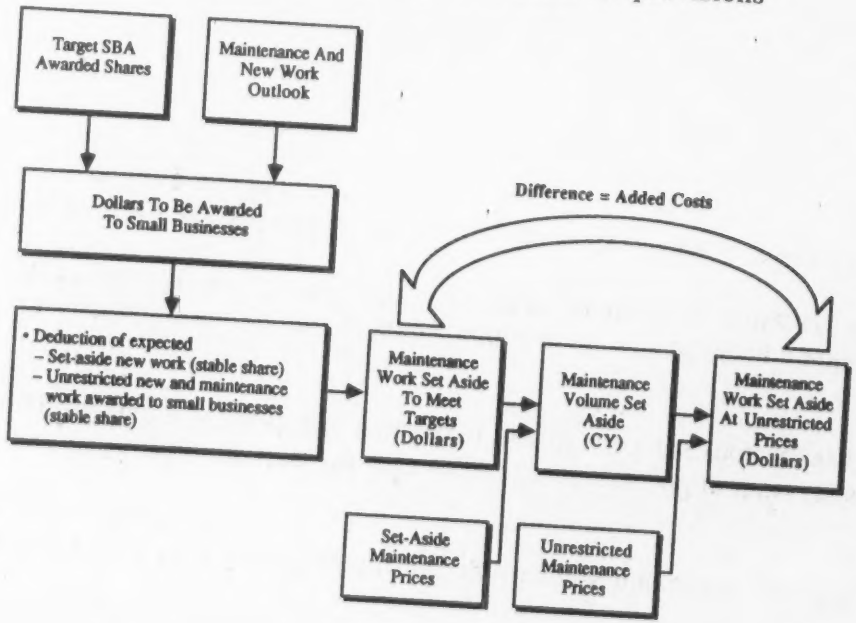
- This section attempts to estimate the premium that will be paid by the Corps of Engineers over the next five years if 25% (1990) and 30% (1991 and later years) of the Corps dredging work is awarded to small and emerging businesses
- The analysis focuses on maintenance work, as no conclusive evidence has been found about price premiums in new work
- The section starts with an estimate of the future market shares of emerging and small businesses in maintenance work
- It then determines the volume of work – in cubic yards – that will be performed, taking into account the higher prices prevailing in set-aside work
- Finally, it compares what this volume would cost if it were performed entirely on an unrestricted basis

Potential Future Impact

- Maintenance prices have been found to be significantly higher for set-aside work than for unrestricted work
- This pattern has been consistent for different sizes of jobs and in most regions, which suggests that it is not due to a different mix of work between set-aside and unrestricted jobs
- The amount spent by the Corps for maintenance work will result in a volume of work which will be as significantly lower as the set-aside share is higher
- Alternatively, the same volume of work could be performed at a lower cost in an unrestricted bidding environment

Potential Future Impact

- Framework for evaluating future impact of set-aside provisions


Target SBA Awarded Shares
Maintenance And New Work Outlook
Dollars To Be Awarded To Small Businesses
Difference = Added Costs
• Deduction of expected
– Set-aside new work (stable share)
– Unrestricted new and maintenance work awarded to small businesses (stable share)
Maintenance Work Set Aside To Meet Targets (Dollars)
Maintenance Volume Set Aside (CY)
Maintenance Work Set Aside At Unrestricted Prices (Dollars)
Set-Aside Maintenance Prices
Unrestricted Maintenance Prices

Potential Future Impact

- The awarded share of total C.O.E. expenditures is targeted to rise to 25% in 1990 and 30% in subsequent years
- Over the last 5 years, the following percentages of new work have been performed by emerging and small businesses

Dollar Shares	Emerging Businesses	Small Businesses
• Set aside	1.0%	5.6%
• Unrestricted	0.0%	2.1%
Total	1.0%	7.7%

- In addition, emerging and small businesses have performed 1.5% and 9.8%, respectively, of unrestricted maintenance work

Potential Future Impact

- Assuming that small businesses maintain their share of new and unrestricted maintenance work in the future, the following percentages of maintenance expenditures will need to be set aside to meet the legislation's targets

C.O.E. Dredging Market Outlook	1991-1994 Set-Aside Shares Of Maintenance Work		
	Emerging Businesses	Small Businesses	Total
• Five-year low (small businesses need less maintenance business to reach 25%/30% of a relatively smaller market)	11.0%	13.6%	24.6%
• Five-year average	14.4%	18.3%	32.7%
• Five-year high (small businesses need more maintenance business to reach 25%/30% of a relatively larger market)	19.0%	24.6%	43.6%

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Potential Future Impact

- It is estimated that the Corps will pay between $109 and $192 million in added costs within the next five years as a result of the SBA set-aside provisions, depending on the amount of work actually performed
- This represents 10% to 17% of the Corps' projected 1990-1994 maintenance expenditures, and 12% to 21% when hopper dredging is excluded

C.O.E. Dredging Market Outlook	"Set-Aside Premium" (In Millions Of Dollars)					
	1990	1991	1992	1993(1)	1994(1)	Total(1)
• Five-year low	$16.9	$22.9	$22.9	$22.9	$22.9	$108.5
• Five-year average	22.6	30.5	30.5	30.5	30.5	144.6
• Five-year high	30.1	40.4	40.4	40.4	40.4	191.7

Note: (1) Assuming that SBA set-aside provisions remain unchanged after 1992

Conclusions And Implications

Conclusions And Implications

- The SBA set-aside program has resulted in an estimated price premium of $87 million for the Corps of Engineers over the last five years
- If this pattern continues, it is expected to result in $109 to $192 million in added costs over the next five years as shares awarded to small and emerging business are raised as targeted
- But for such additional costs, the Corps would have been able to increase its nonhopper maintenance dredging work by 10% over the last five years, and could increase it by up to 21% over the next five years
- These price premiums appear to be due to less competition in set-aside work than in unrestricted work. Despite the "Rule of Two," 12% of all set-aside jobs are bid by only one small business competitor

Conclusions And Implications

- Unresolved issues
  - How will the SBA set-aside program affect large dredging companies' profitability – and the attractiveness of new investments in the more sophisticated equipment required in the future?
  - Has the SBA set-aside program been successful in helping small dredging firms to grow?

Appendices

Definition Of Terms

- Unrestricted: open to all bidders
- Restricted, or set aside: open only to emerging/small businesses
- C.O.E.: Corps of Engineers
- New work
  - First-time dredging, generally requiring relatively sophisticated equipment to remove solid materials
  - Beach work
- Maintenance work: regular removal of soft materials such as mud, sand or gravels
- Cubic yards: industry standard to measure volume of dredging work

Definition Of Terms

- Hopper dredges: large dredges used in the industry. Their cost amounts to several tens of millions of dollars. Particularly suited to offshore dredging
- Yields: prices, measured in dollars per cubic yard ($/CY)
- Awarded work: includes all jobs, both set-aside and restricted, won by a category of bidders

Assumptions

- Prices per cubic yard remain at their average 1985-1989 level, due to stable demand and no changes in capacity
- Total C.O.E. maintenance expenditures are stable at $220 million per year
- Hopper dredging maintains its average 1985-1989 share of 17% of the maintenance market
- The geographic and job size mix of maintenance work remains unchanged
- New work amounts to
  - Low case: 21% of the market (1985-1989 low)
  - Medium case: 40% of the market (1985-1989 average)
  - High case: 54% of the market (1985-1989 high)

Mr. BEVILL. It is a very good point that you have made.

Mr. MYERS. We appreciate very much the efforts that you have made.

Mr. BEVILL. Mrs. Boggs?

Mrs. BOGGS. I will be interested in looking at the facts and figures. Thank you.

THURSDAY, MARCH 29, 1990.

CORPS OF ENGINEERS NAVIGATION PROJECTS

WITNESS

SUSAN WINGFIELD, PRESIDENT, MISSISSIPPI VALLEY COAL EXPORTERS COUNCIL

Mr. BEVILL. Ms. Susan Wingfield is next. Your prepared statement will be made a part of the record.

Ms. WINGFIELD. Thank you, Mr. Chairman.

My name is Susan Wingfield, president of the Mississippi Valley Coal Exporters Council, an international coal trade organization headquartered in New Orleans, Louisiana. I am not here to request additional funding, but I am here to ask your help to assure that the funding that is received is put to the best possible use. Let me explain why the maintenance of the river is so important to us.

The organization of which I am President is composed of 68 individual and corporate members from around the United States and around the world. We are a diverse group that includes railroads and barge lines, coal producers and coal sellers, ships' agents and ship owners, port and terminal operators, stevedores and river pilots, testing companies, law firms, state and local governmental entities, overseas coal producers, coal consumers and coal transportation and handling companies.

As a bulk product industry our competitiveness in the world markets is a function of our ability to keep our costs down. Because the cost of transportation is a major component of our export products' cost, our region's ability to take advantage of its intermodal—rail, truck and barge—transport links is a critical factor in keeping that cost down.

While our export coal originates on and in the different modes of transport, it all leaves the ports of the lower Mississippi River in oceangoing vessels. These vessels' owners wish to maximize economies of scale through being able to fully load cargo holds by taking advantage of every foot of loading draft afforded by full channel project dimensions. Before 1980, however, channel maintenance in the Lower Mississippi River did not always have the highest priority because with the exception of grain ships, very few other commodities consistently required deep loading drafts.

When export coal began moving through the lower river in 1980 and 1981, rising from basically zero tons to more than 14 million in 18 months, the need to be able to load each vessel as fully as possible became critical not only to the movement of coal through the lower river, but to the competitiveness of the coal that did move.

Late in 1984, however, the reliability of the depth of the main ship channel in Southwest Pass was becoming a real problem, one that we could not seem to solve locally. We became concerned that perhaps insufficient funding was preventing the Corps from performing timely maintenance dredging. We became concerned that perhaps there was no way to determine where the channel would shoal, how badly it would shoal, and at what time of year it would shoal.

What we soon learned was that there was no real lack of funding for the Mississippi River ship channel. In fact, we were advised that Congress had long recognized the importance of the ship channel to the nation's commerce and defense and had attempted to fund its maintenance accordingly.

We also learned that the Corps of Engineers, in Washington and in New Orleans, had understood the river's seasonal shoaling—the patterns, the rates of deposition, and the timing—for nearly 100 years.

What we found lacking was neither money nor knowledge, but a dedicated program of what we in business call preventative maintenance. Preventative maintenance is a program of performing regularly scheduled service and repairs to equipment and other assets to minimize future downtime, with the ultimate goal of controlling costs.

We believed that by incorporating this philosophy into the river's maintenance program, we could develop a system whereby the Corps, with its knowledge of the river, could join forces with the industries who handle the vessels. We believed that by pooling our collective resources, we could minimize future failures in the integrity of the channel.

What we needed, however, was some direction to get started, so my organization went to visit two of our Louisiana Congressmen, Representative Billy Tauzin and then-Representative John Breaux. That meeting resulted in the formation of the Mississippi River Maintenance Forum, a group composed of the local Corps of Engineers, the deep-water port authorities, industries such as mine, the local steamship association, and the river pilots who navigate the more than 6,000 ships transiting the river every year.

I would like to say thank you to Mr. Dawson, who just left. It was with a great deal of his support and encouragement that we were able to proceed.

It has taken five years to fully develop a relationship in which each member of the group has input into the Corps of Engineers maintenance dredging programs and, most importantly, input into how they spend their money.

And following the horrendously expensive grounding of the Russian grain ship Marshall Konev nearly twelve months ago, the Mississippi Valley Coal Exporters Council submitted a series of recommendations to the New Orleans District Corps of Engineers that we believed, and knew from research, could serve as an improved framework for their dredging activities, a framework that, excepting acts of God and Mother Nature, would give us a viable, reliable ship channel year round.

For the most part, the Corps agreed with our recommendations. And I am pleased to report that the soundness and appropriateness

of those recommendations have been proven in the fact that despite our having the first high river in nearly three years, the Corps has been able to maintain full project dimensions in the main ship channel of the Mississippi River.

In summary, do I support their requests for fiscal year 1991 funding?

Yes, sir.

If the Corps showed us how they could do a better job in maintaining our channel with more money or more equipment, would we support them?

Yes, sir.

Do I believe that industry has, and must continue to have, a role in the manner in which they disburse that funding?

Absolutely.

As partners with the Corps in the cost-sharing agreement that got our channel deepened two years ago, we have an even greater financial stake in maintaining our river to ensure a viable waterway for our business.

It took an awful lot of time, homework, and some very long talks in private and in public to develop the relationship between industry and the Corps to a point where if we don't always like each other, we at least respect one another's opinions.

With your support and encouragement, we want history to show that starting in 1990, an increasingly competitive world market could count on our partnership between industry and the Corps of Engineers in the lower river to deliver its goods, each day, every day.

Thank you, Mr. Chairman. My remarks are submitted with some additional information that we had requested from the Corps.

[The statement of Ms. Wingfield follows:]

Testimony of

Susan Wingfield

President

Mississippi Valley Coal Exporters Council

New Orleans, Louisiana

before the

Subcommittee on
Energy and Water Developoment

House Committee on Appropriations

Thursday, March 29, 1990

Washington, D.C.

Testimony of
Susan Wingfield, President
Mississippi Valley Coal Exporters Council
before the
Subcommittee on Energy and Water Development
House Committee on Appropriations
Thursday, March 29, 1990
Washington, D.C

SUMMARY: TO SUPPORT CORPS OF ENGINEERS FY 91 DREDGING APPROPRIATIONS REQUEST; TO REQUEST SUBCOMMITTEE'S SUPPORT AND ENCOURAGEMENT FOR INDUSTRY PARTICIPATION IN CORPS MISSISSIPPI RIVER MAINTENANCE PLANS AND POLICIES.

MR. CHAIRMAN, MEMBERS OF THE SUBCOMMITTEE, GOOD MORNING. MY NAME IS SUSAN WINGFIELD, I AM PRESIDENT OF THE MISSISSIPPI VALLEY COAL EXPORTERS COUNCIL, AN INTERNATIONAL COAL TRADE ORGANIZATION HEADQUARTERED IN NEW ORLEANS, LOUISIANA.

WHILE THIS IS THE FIRST TIME I HAVE APPEARED BEFORE THIS COMMITTEE, I DO NOT EXPECT THAT IT WILL BE THE LAST BECAUSE THE MAINTENANCE AND EXPANSION OF THE MISSISSIPPI RIVER PROJECT HAS BEEN, AND WILL CONTINUE TO BE, A MASSIVE, ON-GOING PROGRAM.

ODDLY ENOUGH, I AM NOT HERE THIS MORNING TO REQUEST ADDITIONAL FUNDING FOR THE NEW ORLEANS DISTRICT CORPS OF ENGINEERS, BUT TO SUPPORT THE CORPS' FY 1991 REQUEST FOR FUNDING. I AM ALSO HERE THIS MORNING TO ASK FOR YOUR HELP IN ENSURING THAT THE FUNDING THE CORPS DOES RECEIVE IS PUT TO ITS HIGHEST POSSIBLE USE.

TO EXPLAIN THIS LATTER REASON, PERMIT ME TO INTRODUCE MY ORGANIZATION AND WHY THE MAINTENANCE OF THE MISSISSIPPI RIVER SHIP CHANNEL PROJECT IS SO IMPORTANT TO US.

THE ORGANIZATION OF WHICH I AM PRESIDENT IS COMPOSED OF 68 INDIVIDUAL AND CORPORATE MEMBERS FROM AROUND THE UNITED STATES AND AROUND THE WORLD. WE ARE A DIVERSE GROUP THAT INCLUDES RAILROADS AND BARGE LINES, COAL PRODUCERS AND COAL SELLERS, SHIPS' AGENTS AND SHIP OWNERS, PORT AND TERMINAL OPERATORS, STEVEDORES AND RIVER PILOTS, TESTING COMPANIES, LAW FIRMS, STATE AND LOCAL GOVERNMENTAL ENTITIES, OVERSEAS COAL PRODUCERS, COAL CONSUMERS AND COAL TRANSPORTATION AND HANDLING COMPANIES.

THE TIE THAT BINDS THIS GROUP TOGETHER IS THE COMMON GOAL OF

MOVING INCREASING AMOUNTS OF U.S. COAL FROM THE MISSISSIPPI VALLEY COAL EXPORT CORRIDOR THROUGH THE PORTS OF THE LOWER MISSISSIPPI RIVER AND GULF COAST.

AS A BULK PRODUCT INDUSTRY, OUR COMPETITIVENESS IN WORLD MARKETS IS A FUNCTION OF OUR ABILITY TO KEEP OUR COSTS DOWN. BECAUSE THE COST OF TRANSPORTATION IS A MAJOR COMPONENT OF OUR EXPORT PRODUCTS' COST, OUR REGIONS' ABILITY TO TAKE ADVANTAGE OF ITS INTERMODAL - RAIL, TRUCK AND BARGE - TRANSPORT LINKS, IS A CRITICAL FACTOR IN KEEPING THAT COST DOWN.

WHILE OUR EXPORT COAL ORIGINATES ON AND IN THE DIFFERENT MODES OF TRANSPORT, IT ALL LEAVES THE PORTS OF THE LOWER MISSISSIPPI RIVER IN OCEAN GOING VESSELS. THESE VESSELS' OWNERS WISH TO MAXIMIZE ECONOMIES OF SCALE THOUGH BEING ABLE TO FULLY LOAD CARGO HOLDS BY TAKING ADVANTAGE OF EVERY FOOT OF LOADING DRAFT AFFORDED BY FULL CHANNEL PROJECT DIMENSIONS.

THAT IS THE ESSENCE OF MY WORK - TO HELP ENSURE THAT THOSE VESSELS ARE ABLE TO TAKE ADVANTAGE OF EVERY FOOT, EVERY INCH, OF LOADING DRAFT EVERY TIME THEY CALL ON OUR PORTS BY ENSURING THAT THE PROJECT DIMENSIONS OF THE LOWER RIVER'S SHIP CHANNEL ARE CONSISTENTLY MAINTAINED.

BEFORE 1980, CHANNEL MAINTENANCE IN THE LOWER MISSISSIPPI RIVER DID NOT ALWAYS HAVE THE HIGHEST PRIORITY BECAUSE WITH THE EXCEPTION OF GRAIN SHIPS, VERY FEW OTHER COMMODITIES CONSISTENTLY REQUIRED DEEP LOADING DRAFTS.

WHEN EXPORT COAL BEGAN MOVING THROUGH THE LOWER RIVER IN 1980 AND 1981, RISING FROM BASICALLY ZERO TONS TO MORE THAN 14 MILLION, THE NEED TO BE ABLE TO LOAD EACH VESSEL AS FULLY AS POSSIBLE BECAME CRITICAL NOT ONLY TO THE MOVEMENT OF COAL THROUGH THE LOWER RIVER, BUT TO THE COMPETITIVENESS OF THE COAL THAT DID MOVE.

LATE IN 1984, HOWEVER, THE RELIABILITY OF THE DEPTH OF THE MAIN SHIP CHANNEL IN SOUTHWEST PASS WAS BECOMING A REAL PROBLEM, ONE THAT WE COULD NOT SEEM TO SOLVE LOCALLY. WE BECAME CONCERNED THAT PERHAPS INSUFFICIENT FUNDING WAS PREVENTING THE CORPS FROM PERFORMING TIMELY MAINTENANCE DREDGING.

WE BECAME CONCERNED THAT PERHAPS THERE WAS NO WAY TO DETERMINE WHERE THE CHANNEL WOULD SHOAL, HOW BADLY IT WOULD SHOAL, AND AT WHAT TIME OF YEAR IT WOULD SHOAL.

WHAT WE SOON LEARNED WAS THAT THERE WAS NO REAL LACK OF

FUNDING FOR THE MISSISSIPPI RIVER SHIP CHANNEL. IN FACT, WE WERE ADVISED THAT CONGRESS HAD LONG RECOGNIZED THE IMPORTANCE OF THE SHIP CHANNEL TO THE NATION'S COMMERCE AND DEFENSE AND HAD ATTEMPTED TO FUND ITS MAINTENANCE ACCORDINGLY.

WE ALSO LEARNED THAT THE CORPS OF ENGINEERS, IN WASHINGTON AND IN NEW ORLEANS, HAD UNDERSTOOD THE RIVER'S SEASONAL SHOALING - THE PATTERNS, THE RATES OF DEPOSITION, AND THE TIMING - FOR NEARLY 100 YEARS.

WHAT WE FOUND LACKING WAS NEITHER MONEY NOR KNOWLEDGE, BUT A DEDICATED PROGRAM OF WHAT WE IN BUSINESS CALL PREVENTATIVE MAINTENANCE. PREVENTATIVE MAINTENANCE IS A PROGRAM OF PERFORMING REGULARLY SCHEDULED SERVICE AND REPAIRS TO EQUIPMENT AND OTHER ASSETS TO MINIMIZE FUTURE DOWNTIME WITH THE ULTIMATE GOAL CONTROLLING COSTS.

WE BELIEVED THAT BY INCORPORATING THIS PHILOSOPHY INTO THE RIVER'S MAINTENANCE PROGRAM, WE COULD DEVELOP A SYSTEM WHEREBY THE CORPS, WITH ITS KNOWLEDGE OF THE RIVER, COULD JOIN FORCES WITH THE INDUSTRIES WHO HANDLE THE VESSELS. WE BELIEVED THAT BY POOLING OUR COLLECTIVE RESOURCES, WE COULD MINIMIZE FUTURE FAILURES IN THE INTEGRITY OF THE CHANNEL .

WE BELIEVED THERE WOULD BE MANY ADVANTAGEOUS RESULTS OF THIS FRIENDLY MERGER, NOT THE LEAST OF WHICH WOULD BE AN IMPROVEMENT IN THE CHANNELS OF COMMUNICATION.

WHAT WE NEEDED HOWEVER, WAS SOME DIRECTION TO GET STARTED. SO MY ORGANIZATION WENT TO VISIT TWO OF OUR LOUISIANA CONGRESSMEN, REPRESENTATIVE BILLY TAUZIN AND THEN REPRESENTATIVE JOHN BREAUX. THAT MEETING RESULTED IN THE FORMATION OF THE MISSISSIPPI RIVER MAINTENANCE FORUM, A GROUP COMPOSED OF THE LOCAL CORPS OF ENGINEERS, THE DEEP-WATER PORT AUTHORITIES, INDUSTRIES SUCH AS MINE, THE LOCAL STEAMSHIP ASSOCIATION, AND THE RIVER PILOTS WHO NAVIGATE THE MORE THAN 6,000 SHIPS TRANSITING THE RIVER EVERY YEAR.

IT HAS TAKEN FIVE YEARS TO FULLY DEVELOP A RELATIONSHIP IN WHICH EACH MEMBER OF THE GROUP HAS INPUT INTO THE CORPS OF ENGINEERS MAINTENANCE AND DREDGING PROGRAMS AND MOST IMPORTANTLY, INPUT INTO HOW THEY SPEND THEIR MONEY.

AND FOLLOWING THE HORRENDOUSLY EXPENSIVE GROUNDING OF THE RUSSIAN GRAIN SHIP MARSHALL KONEV NEARLY TWELVE MONTHS AGO, THE MISSISSIPPI VALLEY COAL EXPORTERS COUNCIL SUBMITTED A SERIES OF RECOMMENDATIONS TO THE NEW ORLEANS DISTRICT CORPS OF ENGINEERS

THAT WE BELIEVED, AND KNEW FROM RESEARCH, COULD SERVE AS AN IMPROVED FRAMEWORK FOR THEIR DREDGING ACTIVITIES, A FRAMEWORK THAT, EXCEPTING ACTS OF GOD AND MOTHER NATURE, WOULD GIVE US A VIABLE, RELIABLE SHIP CHANNEL YEAR ROUND.

FOR THE MOST PART, THE CORPS AGREED WITH OUR RECOMMENDATIONS. AND I AM PLEASED TO REPORT THAT THE SOUNDNESS AND APPROPRIATENESS OF THOSE RECOMMENDATIONS HAVE BEEN PROVEN IN THE FACT THAT DESPITE OUR HAVING THE FIRST HIGH RIVER IN NEARLY THREE YEARS, THE CORPS HAS BEEN ABLE TO MAINTAIN - FOR THE MOST PART - FULL PROJECT DIMENSIONS IN THE MAIN SHIP CHANNEL OF THE MISSISSIPPI RIVER.

IN SUMMARY, DO I SUPPORT THEIR REQUESTS FOR FY 1991 FUNDING?

YOU BET I DO.

IF THE CORPS SHOWED US HOW THEY COULD DO A BETTER JOB IN MAINTAINING OUR CHANNEL WITH MORE MONEY OR MORE EQUIPMENT, WOULD WE SUPPORT THEM?

YES, SIR.

DO I BELIEVE THAT INDUSTRY HAS, AND MUST CONTINUE TO HAVE, A ROLE IN THE MANNER IN WHICH THEY DISBURSE THAT FUNDING?

ABSOLUTELY.

AS PARTNERS WITH THE CORPS IN THE COST-SHARING AGREEMENT THAT GOT OUR CHANNEL DEEPENED TWO YEARS AGO, WE HAVE AN EVEN GREATER FINANCIAL STAKE IN MAINTAINING OUR RIVER TO ENSURE A VIABLE WATERWAY FOR OUR BUSINESS.

IT TOOK AN AWFUL LOT OF TIME, HOMEWORK, AND SOME LONG TALKS IN PRIVATE AND IN PUBLIC TO DEVELOP THE RELATIONSHIP BETWEEN INDUSTRY AND THE CORPS TO A POINT WHERE IF WE DON'T ALWAYS LIKE EACH OTHER, WE AT LEAST RESPECT ONE OTHER.

WITH YOUR SUPPORT AND ENCOURAGEMENT, WE WANT HISTORY TO SHOW THAT STARTING IN 1990, AN INCREASINGLY COMPETITIVE WORLD MARKET COULD COUNT ON OUR PARTNERSHIP BETWEEN INDUSTRY AND THE CORPS OF ENGINEERS IN THE LOWER RIVER TO DELIVER ITS GOODS, EACH DAY, EVERY DAY.

THANK YOU, MR. CHAIRMAN.

EXHIBITS

A) MISSISSIPPI RIVER AND MISSISSIPPI RIVER - GULF OUTLET PROJECT DIMENSIONS

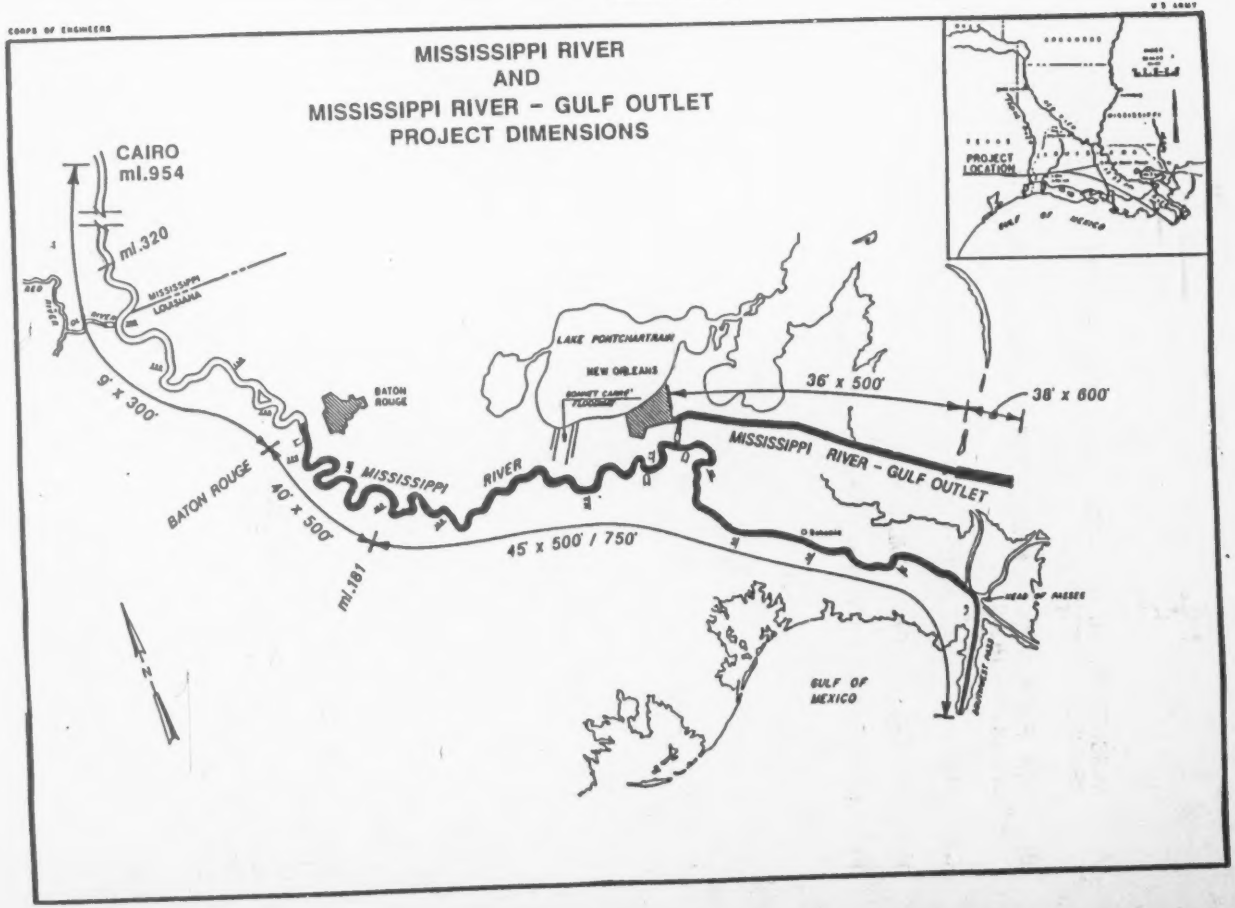
B) COE FACT SHEET - MISSISSIPPI RIVER SOUTHWEST PASS FY 90 DREDGING PLAN

C) COE FACT SHEET - MISSISSIPPI RIVER DREDGING TRIGGERS

E) MVCEC 1989 RECOMMENDATIONS TO CORPS

F) FACT SHEET - EXISTING CORPS DREDGING FLEET

"Exhibit "A"



1340

Exhibit "B"

US Army Corps
of Engineers
New Orleans District

Fact Sheet

CELMN-OD-O

4 OCT 1989

MISSISSIPPI RIVER - SOUTHWEST PASS
DREDGING TRIGGERS

1. HOPPER DREDGES

   a. Call the first dredge with a prediction of 10 feet on the Carrollton gage and a rising river.

   b. Call the second dredge at either of the following:

      (1) Factors suggest an early need.

      (2) A prediction of 15 feet on the Carrollton gage.

   c. Call the third, and additional, dredges when expected shoaling will adversely affect safe navigation.

2. CUTTERHEAD DREDGES

   a. Call the first dredge at either of the following:

      (1) A prediction of 14 feet on the Carrollton gage.

      (2) A predicted fall in river stages after Carrollton gage has been above 10 feet.

   b. Call the second dredge when expected shoaling will adversely affect safe navigation.

Exhibit "C"

US Army Corps
of Engineers
New Orleans District

Fact Sheet

CELMN-OD-0

29 SEPT 1989

MISSISSIPPI RIVER SOUTHWEST PASS
FY 90 DREDGING PLAN

HOPPER DREDGES

1. NORMAL DREDGING

   - LEASE HOPPER DREDGE #1 - OPEN BIDS 15 NOV 89, ISSUE 5 DAY NTP 15 DEC 89
   - DREDGE WHEELER - WORKING A LOUISIANA CHANNEL 1 JAN 90, 1 DAY FROM SWP
   - LEASE HOPPER DREDGE #2 - OPEN BIDS BY AMENDMENT (WHEN TRIGGERED)
   - LEASE HOPPER DREDGE #3 - OPEN BIDS BY AMENDMENT (WHEN TRIGGERED)
   - DREDGE MCFARLAND - IF TRIGGERED (SCHEDULED CALCASIEU/MRGO 2/15-4/17/90)

2. EMERGENCY DREDGING

   - EMERGENCY LEASE HOPPER DREDGE #4 - OPEN BIDS ON EMERGENCY BASIS
   - REQUEST ACTIVATION OF DREDGING CERF BY HQUSACE

CUTTERHEAD DREDGES

1. NORMAL DREDGING

   - CONTRACT 2 CUTTERHEAD DREDGES - OPEN BIDS 15 DEC 89, ISSUE NTP FOR EACH DREDGE WHEN TRIGGERED

2. EMERGENCY DREDGING

   - NEGOTIATE THIRD DREDGE ON EXISTING CUTTERHEAD CONTRACT
   - MODIFY EXISTING LEASE DREDGE CONTRACT - (N.O. HARBOR, BERWICK BAY, 3 RIVERS)
   - EMERGENCY CUTTERHEAD CONTRACT - OPEN BIDS ON EMERGENCY BASIS

[redacted] Exhibit "D"

RECOMMENDATIONS PRESENTED BY INDUSTRY

TO THE NEW ORLEANS DISTRICT ARMY CORPS OF ENGINEERS

April 19, 1989

NOD Response 5-17-89

1. The Mississippi River Maintenance Forum will meet on the first Wednesday of each month, or more frequently as conditions warrant. — Concur - already implemented

2. Develop an expanded River Maintenance Forum Status Report and distribute via facsimile transmission every Wednesday morning, or if Wednesday is a holiday, the first business day preceeding that Wednesday. This expanded report should include: — Concur - already implemented

a. River Condition Report - 10 day river stage projection at Cairo, Baton Rouge, Donaldsonville, and New Orleans, and current river crossing readings;

b. Dredge Status Report - detailing the location each dredge has worked the seven previous day and where each is scheduled to work during the next seven days; — Concur - already implemented

3. Extend advance maintenance dredging to mile 3.5 above head of passes and deepen to minus 50 feet mean low gulf. — Appropriate depth being restudied WES

4. Deploy dredges when the Carollton gage reaches a 10 foot reading on a rising river. — Concur - already implemented

5. Refine the process of contracting private dredges and the process of scheduling Corps-owned dredges. For contract dredges, a desired result of this refinement is changing the 5 day reporting allowance to the first qualified dredge capable of reporting in the shortest period of time which will not exceed five days after awarding the contract. — Concur - under study - due 6-30-89 to be continuing studied 7/6*

6. Make available schedule of Corps survey boat work programs with a view towards increasing the frequency of taking surveys when the Carollton gage reaches a 10 foot reading on a rising river. — Not appropriate, MVCEC concurs. Concur - NOD to implement as required by river conditions

7. Dredge, and maintain, silt trap, one thousand feet in width, to minus 50 feet mean low gulf on west side of channel from mile zero at head of passes to mile four above head of passes. — Under study at WES - due Jan 90

8. Task force by 11/1/89. — Concur

9. Use a thirty foot projected draft on a ~~rising~~ falling river on the Baton Rouge gage to trigger the calling of a dredge(s) to keep crossings clear. — Concur - already implemented.

*Col. Gorski is carrying banner up green surf chain of command.

213 WORLD TRADE CENTER NEW ORLEANS, LOUISIANA 70130 USA (504) 566-1001 FAX: (504) 588-1441 TELEX 671318

Exhibit "F"

CECW-D 3 April 1989

FACT SHEET

SUBJECT: **AWO Meeting- Army Corps Dredging Capability**

1. The existing Corps dredge fleet and locations are listed below:

TYPE	NAME	CAPACITY	DISTRICT
Hopper	ESSAYONS	6,000 CY	Portland
Hopper	YAQUINA	625 CY	Portland
Hopper	MCFARLAND	3,140 CY	Philadelphia
Hopper	WHEELER	8,000 CY	New Orleans
Dustpan	BURGESS	32 IN	Memphis
Dustpan	POTTER	32 IN	St.Louis
Dustpan	JADWIN	32 IN	Vicksburg
Cutterhead	THOMPSON	20 IN	St. Paul
Sidecaster(*)	SCHWEIZER	16 IN	Wilmington
Sidecaster	MERRITT	12 IN	Wilmington
Sidecaster	FRY	12 IN	Wilmington
Special Purpose(*)	CURRITUCK	315 CY	Wilmington

NOTE: (*) Non Minimum Fleet Dredges

AUTHENTICATION: Charles W. Hummer, Jr. DATE: 3 April 1989

Mr. BEVILL. Very well.

Mrs. Boggs?

Mrs. BOGGS. Mr. Chairman, I don't think that her testimony needs any addendum; it was excellently researched and delivered. We are very grateful for the work your organization has been doing.

Ms. WINGFIELD. Thank you. May I thank Ms. Boggs for the fine work she has done for our part of the world.

Mr. MYERS. I hope we have an opportunity to expand our exports. This nation needs more exports to help our balance of trade and balance of payments. We have had very large deficits in the past.

The world does need energy. Is there a continuing market in the world for more U.S. produced coal?

Ms. WINGFIELD. Yes, sir. The Mississippi Valley Coal Exporters Council finished a record year of coal exports. It is the nation's leading steam coal export complex, steam coal being the highest demanded in the world for power generation. We are attempting to examine the impact of certain legislative actions currently going on as to the type of coal that is going to have to be able to be used in the future power generation.

We feel that combined with technology and good homework that the coal that moves through the Mississippi Valley corridor will in fact become the coal of choice throughout the world. As the world's biggest holder of coal reserves we see a very bright future.

Mr. MYERS. The Chairman and I come from coal producing areas, so we have some provincial interest in this. It appears that we in this country may decide not to burn coal in the future. In my area we have high sulphur as well as high Btu coal. Do you think there will be a market for high sulphur coal? Is the rest of the world smarter than we are?

Ms. WINGFIELD. Not necessarily. There is a question of application. There are two types of power generation right now that have not been separated. There is a world market and a domestic market of existing power generation that has some problems, perhaps, with the inability to either adapt or include certain technologies into their process that will allow the use of high sulphur coal.

That will come. The technologies are known. The Department of Energy is working very hard to get those technologies out to our own domestic markets as well as overseas. There is a transition, though, between the automatic inclusion and construction of those technological advances.

In power generation that needs to be addressed. There are existing technologies that will allow higher sulphur coals to be utilized currently if we are given a chance to do so. I have a great deal of information and I would be delighted to provide that to you.

Mr. MYERS. Is U.S. produced coal competitive in price with the rest of the world? Can we meet the competition?

Ms. WINGFIELD. When you examine cost of production, U.S. coal beats everybody out the chute.

Mr. MYERS. Are we exporting more than anyone else?

Ms. WINGFIELD. We are the second largest exporter in the world.

Mr. MYERS. Is there a market we are not meeting today?

Ms. WINGFIELD. No, sir.

Mr. MYERS. Thank you for your testimony.

Mr. BEVILL. I would like to endorse what Mr. Myers has said about the coal. We are very concerned about it. As a matter of fact, there is a bill being developed now that will create some real problems for us.

But this additional information that you have about coal, if you will get that to us within five days we will put it into the record.

Ms. WINGFIELD. I will be delighted to do that.

[CLERK'S NOTE.—When received, the information will be retained in committee files.]

Ms. WINGFIELD. We move a fair amount of Alabama coal. Believe it or not, it moves on the Mississippi River. We like it a lot.

Mr. BEVILL. Okay, you can take six days.

Mr. MYERS. What should we be doing to increase coal exports?

Ms. WINGFIELD. Actually we are one of the very few energy regulated commodities in the world. We are very much demand-driven. Export coal in the United States is fairly ephemeral. Our domestic market for coal is so huge, we consume nearly 90 percent. The additional 10 percent is sort of an afterthought.

When the world market requires additional tonnages, they come to the United States. We have a problem with some of our competitor nations, as I mentioned, in convincing them that our costs and prices are closely related where they are not necessarily anywhere else in the world.

Mr. MYERS. I apologize to the other witnesses who are waiting, but this is of interest to the nation. You say you are moving a lot of Alabama coal, but if there is a need for more coal, call me. I have a lot of miners who are not working today.

Ms. WINGFIELD. Alabama coal is used in steel production. The bulk of our coal is used for power generation. On the lower river we have the ability to handle the types of coal that Alabama produces specifically, and at least as well as East Coast ports. Steam coals we are pretty good with.

Mr. MYERS. We have a lot of production capacity that is not being used today. So if you need more coal——

Ms. WINGFIELD. I will have them call you.

Mr. MYERS. Thank you.

Mr. BEVILL. Thank you very much.

THURSDAY, MARCH 29, 1990.

MISSISSIPPI RIVER—GULF OUTLET

MISSISSIPPI RIVER—BATON ROUGE TO GULF

RED RIVER WATERWAY

MISSISSIPPI RIVER OUTLET AT VENICE

GULF INTRACOASTAL WATERWAY

WITNESSES

DAVID A. WAGNER, MANAGING DIRECTOR, PORT OF NEW ORLEANS
CHANNING HAYDEN, VICE PRESIDENT, NEW ORLEANS STEAMSHIP ASSOCIATION
JACQUES MICHELL, PRESIDENT, ASSOCIATED BRANCH PILOTS

Mr. BEVILL. Next we have Mr. David Wagner.

Mr. Wagner, your statements will be made a part of the record. You may proceed.

Mr. WAGNER. I have with me Mr. Channing Hayden, Vice President, New Orleans Steamship Association, and Mr. Jacques Michell, President of the Associated Branch Pilots. We will each give a brief statement in summary.

We appear before your committee annually to support the Corps' budget for dredging in the Lower Mississippi River. We generally supply you with facts, figures and charts. You have all those in front of you today.

I would like to cite three statistics to you that will, I think, bring home the importance of this committee's continuing support of the budget in the Lower Mississippi River.

First, the Port of New Orleans last year moved 175 million tons of cargo in and out of the United States, making it tonnagewise the number one port for volume in the United States.

The second statistic is that, as you gentlemen and ladies are aware, 90 percent of the U.S. trade is by waterborne means. Of that waterborne means the ports of Louisiana last year handled 18 percent of all of the foreign commerce the United States did in foreign waterborne trade.

Finally, following on what Susan was talking about with coal, I will give you one statistic on grain: Last year was the second year in a row that grain exports out of this country were at the highest level, 130 million tons; over 50 percent of the export grain that moves out of the United States moves through the ports of Louisiana, the Lower Mississippi River.

My testimony is to please continue your support of the Corps budget for the Lower Mississippi. It is good for New Orleans, and it is good for the United States international trade position. Thank you.

[The statement of Mr. Wagner follows:]

The Port of New Orleans

March 29, 1990

Summary of testimony of the Board of Commissioners of the Port of New Orleans by David A. Wagner, Managing Director, before the House Appropriations Subcommittee on Energy and Water Development on Thursday, March 29, 1990, in reference to the following projects:

1. **MISSISSIPPI RIVER SHIP CHANNEL, GULF TO BATON ROUGE, LA**
We recommend that the Corps be funded to a minimum of $5,500,000 of construction funds for Fiscal Year 1991 to continue the project saltwater intrusion mitigation features of the first phase of the deepening project.

2. **MISSISSIPPI RIVER, BATON ROUGE TO THE GULF, MAINTENANCE DREDGING**
We urge that Congress appropriate as a minimum $52,000,000 under O&M General. However, if greater capability exists, we urge that this amount be further increased to the extent that additional unscheduled bank stabilization be undertaken in Fiscal Year 1991.

3. **MISSISSIPPI RIVER-GULF OUTLET (MR-GO), LA, MAINTENANCE DREDGING**
We recommend Congress to appropriate the full amount of $7,280,000 as contained in the Administration's Fiscal Year 1991 budget request.

4. **MISSISSIPPI RIVER-GULF OUTLET, LA, NEW SHIP LOCK**
The $1,157,000 construction funds proposed for the New Ship Lock are essential to the completion of local reevaluation studies and continuation of general design studies.

5. **MISSISSIPPI RIVER OUTLETS AT VENICE, LA**
We recommend approval of the proposed $2,040,000 for continued maintenance of these critical east-west navigational channels, Baptiste Collette and Grand and Tiger Pass.

6. **GULF INTRACOASTAL WATERWAY, LOUISIANA & TEXAS SECTION**
We urge approval of preconstruction engineering and design funds in the amount of $200,000 for the deepening and widening project segment in Louisiana and Texas.

7. **RED RIVER WATERWAY, MISSISSIPPI RIVER TO SHREVEPORT, LA**
The $39,147,000 in the budget request is essential for completion of work already underway on this project -- ultimately to result in stimulating economic growth along the Red River Basin and increase cargo movements through the Port of New Orleans. We strongly recommend approval of this budget proposal and encourage its increase to the Corps' full capability of $87,000,000.

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The Port of New Orleans

March 29, 1990

Testimony of David A. Wagner, Managing Director, before the Senate Appropriations Subcommittee on Energy and Water Development on Thursday, March 29, 1990.

Mr. Chairman:

I am David A. Wagner, Managing Director of the Port of New Orleans. I am here to testify on behalf of the Board of Commissioners of the Port of New Orleans - a unit of local government of Louisiana - and on behalf of neighboring Gulf States, the Mid-America States and the Nation as a whole.

The Mississippi River from the Gulf of Mexico to Mile 181 AHP has been a 45-foot deep channel for some time now. The District Engineer of the U.S. Army Corps of Engineers, New Orleans District recently released the Corps' cargo tonnage figures for the greater Port of New Orleans area for the year 1988. We were informed that the Port of New Orleans district recorded 175 million tons of cargo in 1988, a 4.2 percent increase over the previous year's 168 million tons - thus, the Port of New Orleans retained its position as the nation's leading seaport in terms of tonnage. The Corps has stated that the deepening of the Mississippi River certainly was a factor in New Orleans improving its tonnage statistics. Thanks to Congress and the efforts of the New Orleans District, we feel that we now are in a more competitive position with the import/export bulk ports of the world. That position of strength in trade is essential to our nation's very well-being when one considers that foreign trade has been, and continues to this day, a sustaining force behind our country's growth. Ninety-one percent of our foreign merchandise trade by volume - and two-thirds of it by value - moves in ships. With 18.1 percent of the nation's foreign waterborne commerce passing through the ports of Louisiana, the State of Louisiana has had a profound influence on employment, plant construction and access to worldwide markets.

We believe our Louisiana ports have a distinct advantage in access to foreign markets at competitive transportation costs. In order to handle the waterborne commerce, hundreds of barge lines serve our nation's inland waterways. In the lower Mississippi River region, over 100,000 barges pass through the Port of New Orleans annually, handling the waterborne commerce of the area. To carry the cargo between New Orleans and its trading partners throughout the world - serving, for example, more than 150 countries - approximately 3,500 vessels, operated by more than 100 steamship lines, call at the

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port in a year's time. These trading partners and percentages of trade are Europe (26.1 percent), Latin America (22.3 percent), Asia (39.1 percent) and Africa (10.6 percent).

It is undeniable that the New Orleans area plays a vital role in the international commerce of this nation. In 1988, the lower Mississippi River (Baton Rouge to the Gulf of Mexico) handled 144 million tons of foreign waterborne commerce. Worth $24.4 billion, this cargo represented nearly 16 percent of the nation's international waterborne trade. Bulk cargo accounted for 94 percent of this volume, primarily the result of tremendous grain and animal-feed exports and petroleum imports. More specifically, over 2.3 billion bushels of grain coming from 17 states and representing 50.2 percent of all U.S. grain exports entered the world market via the ten grain elevators and midstream transfer capabilities on the lower Mississippi River. This same port complex received 33 million short tons of petroleum in 1988, approximately 10 percent of the U.S. waterborne imports of petroleum products.

Also in 1988, public and private facilities under the jurisdiction of the Board of Commissioners of the Port of New Orleans handled 44.5 million tons of foreign cargo worth $11 billion (included in lower Mississippi River statistics). Of this amount, general cargo tonnage totalled 6.9 million tons (major commodities: iron and steel products, rice, paper products, coffee and crude rubber). Although the volume of bulk cargo statistically dwarfs the amount of general cargo handled, the significance of the port in the movement of general cargo should not be overlooked. The Port of New Orleans consistently ranks in the top seven general cargo ports in he country. Furthermore, per ton, general cargo is very valuable to the community as it produces a greater local economic benefit than does bulk cargo.

While the port's foreign market is worldwide, its domestic market is primarily mid-America, the heartland of the United States. This heartland region currently produces 60 percent of the nation's agricultural products, 1/2 of all of its manufactured goods, and 90 percent of the country's machinery and transportation equipment. Waterborne commerce from this region is projected to reach 800 million tons by the year 2000.

Essential to our national economy is the continued growth and development of the lower Mississippi River regional complex. Most major trading nations of the world have deep draft ports and are in the process of developing more. With the passage of the Water Resources Development Act of 1986, United States ports are on the way to becoming more competitive in the world marketplace.

By the end of December 1988, the Corps had completed the initial construction dredging of the 45-foot channel from the Gulf of Mexico

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to Mile 181 AHP, thereby capturing the majority of estimated benefits attributed to the deeper channel. In fact, nine of the ten active grain elevators and four floating grain elevators that serve the vast mid-American, agricultural hinterland are reasonably assured of a minimum safe channel depth of 45-feet. Remaining yet for total first phase completion of the project are the project mitigation features for which the Administration has proposed $5,500,000. We urge that the Corps be funded this amount in the Fiscal Year 1991 Construction, General, Appropriation. This is the 1991 portion of approximately $15 million in payments to Plaquemines Parish, Louisiana to construct a pipeline and pumping stations for delivering potable fresh water to communities affected by saltwater intrusion. If Plaquemines Parish signs the agreement in 1990 as expected, this will relieve the Corps from the responsibility for barging fresh water to the parish every year.

In 1988, the Port of Baton Rouge handled 78.8 million tons to retain its position as the fifth largest port in the nation. Both New Orleans and Baton Rouge port complexes are entirely dependent upon timely and adequate dredging of the Southwest Pass to provide access to the Gulf. Judging from past experiences with spring thaws bringing higher river stages and higher rates of siltation, we urge Congress to appropriate as a minimum $52,000,000 under O&M General for maintenance of the 45-foot project channel which provides deep draft access to the Port of New Orleans. Of this sum, approximately $23.3 million would be used for dredging. The remainder is designated for repairs to jetties, foreshore dikes, and channel training pile dikes, marsh creation and bank nourishment. We would also recommend that consideration be given for the Corps of Engineers to be funded to go forward in Fiscal Year 1991 with the second phase of the deepening of the Mississippi River to Baton Rouge (Mile 181 to Mile 232.4).

We are equally concerned with maintaining adequate depths and channel widths in the Mississippi River-Gulf Outlet Channel. In 1988, the waterborne commerce handled on the MR-GO generated an estimated 5,300 jobs with wages in excess of $100 million and approximately $343 million in revenues, both direct and indirect, throughout the State of Louisiana. We recommend the appropriation of $7.28 million by Congress for maintenance of the Mississippi River-Gulf Outlet as shown in the Fiscal Year 1991 budget request. Approximately $6.5 million is for dredging. We would also recommend that the Corps continue to study the project for erosion control on this channel. We further recommend that the Congress consider providing added funding from the $12,480,000 in additional capability for this project in order to accomplish urgently needed jetty and foreshore dike repairs. This project also provides deep draft access to the Port of New Orleans. Incidentally, in 1988 the 4,506 vessels

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calling on the MR-GO Tidewater facilities accounted for 39 percent of the general cargo tonnage handled over public facilities at the Port of New Orleans.

The $1,157,000 construction funds proposed for the Mississippi River-Gulf Outlet, New Ship Lock Project are also essential at this time for the continuation of the economic feasibility reevaluation studies and continuation of general design studies.

The operation and maintenance features of the Mississippi River Outlets at Venice, Louisiana are fundamental in providing safe and essential offshore support access to energy-related industries. In addition to routine traffic, Baptiste Collette Bayou is occasionally used by shallow draft vessels as an alternate route between the MR-GO and the Mississippi River. We strongly recommend approval for the Administration's proposed $2,120,000 for the continued maintenance of these critical east-west navigation channels, Baptiste Collette and Grand and Tiger Pass.

We also recommend approval of preconstruction engineering and design funds in the amount of $200,000 for deepening and widening that segment of the Gulf Intracoastal Waterway in Louisiana and Texas.

In closing, I would like to speak to one more project that deserves our attention; that is, the Red River Waterway, Mississippi River to Shreveport, Louisiana Project, providing for 236 miles of navigation improvements, 225 miles of channel stabilization works, and various recreational facilities. The $39,147,000 in the budget request is essential for continuing and completion of work already underway on this project - ultimately to result in stimulating economic growth along the basin of the Red River. We do believe, however, that Fiscal Year 1991 funding for this project should be increased to $87,000,000, the Corps' full capability to pursue this project.

Mr. Chairman, this concludes my statement and I thank you.

I will be followed by Mr. Channing Hayden, Vice President of the New Orleans Steamship Association, and Captain Jacques Michell, President of the Associated Branch Pilots.

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SUPPLEMENTAL GRAPHICS FOR TESTIMONY BY DAVID A. WAGNER PORT OF NEW ORLEANS BEFORE THE ENERGY & WATER DEVELOPMENT SUBCOMMITTEES ON APPROPRIATIONS U. S. SENATE AND HOUSE OF REPRESENTATIVES MARCH 1990

PREPARED BY: Marketing Division
Port of New Orleans

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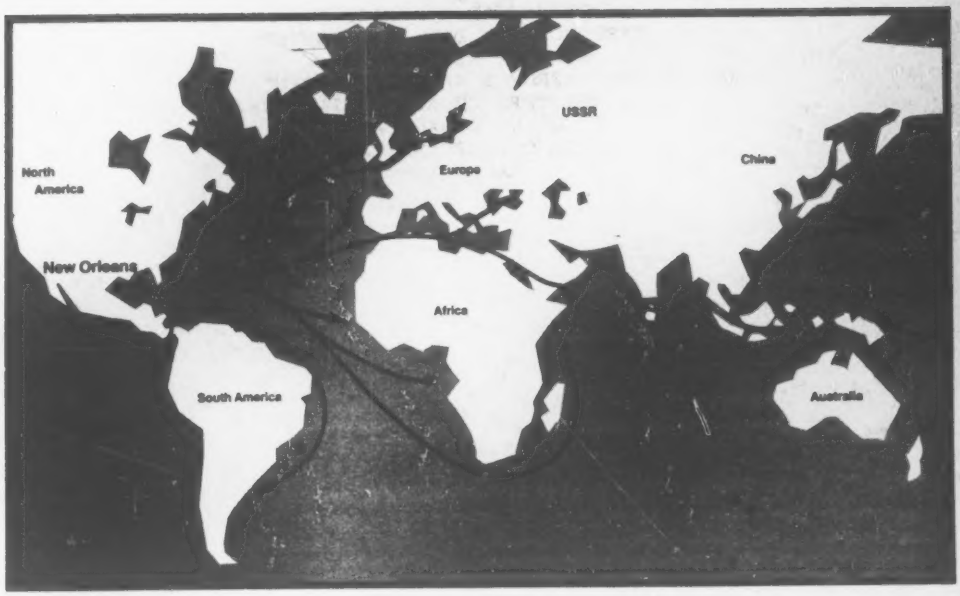

TRADE STATISTICS
CHARTS, GRAPHS AND BACKGROUND INFORMATION

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SECTION ONE

GRAPHS AND CHARTS

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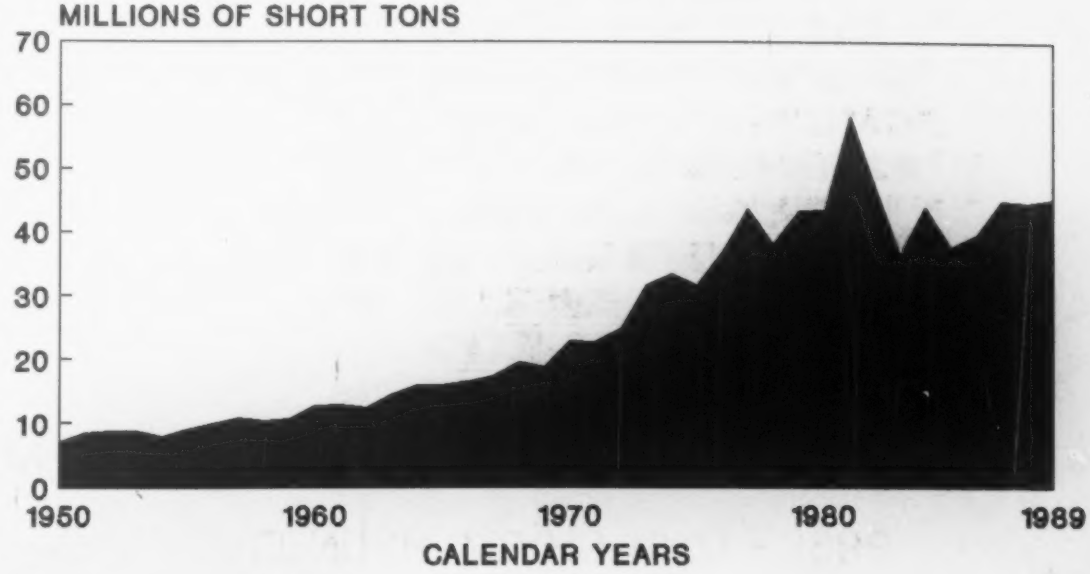
PORT OF NEW ORLEANS
FOREIGN WATERBORNE COMMERCE*
CALENDAR YEARS 1950 - 1989**

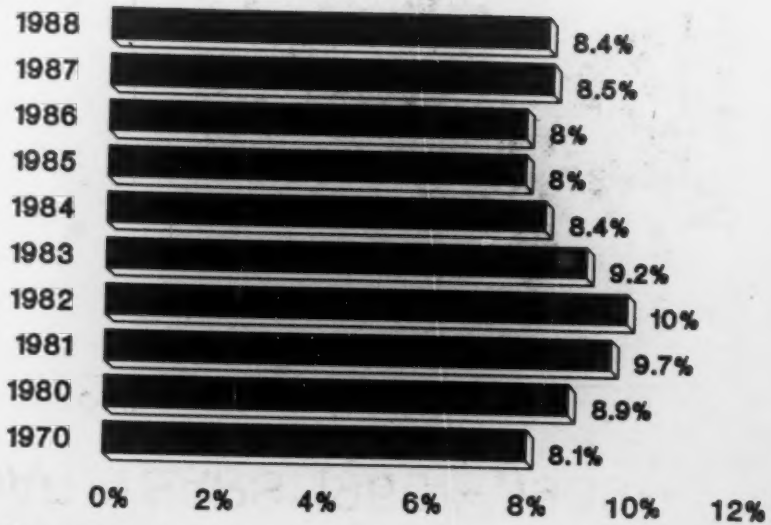


* GENERAL AND BULK CARGO
** PROJECTED 1989 TONNAGE

1357

PORT OF NEW ORLEANS
TOTAL WATERBORNE COMMERCE*
CALENDAR YEARS 1970 - 1988

Percent of Total U.S.

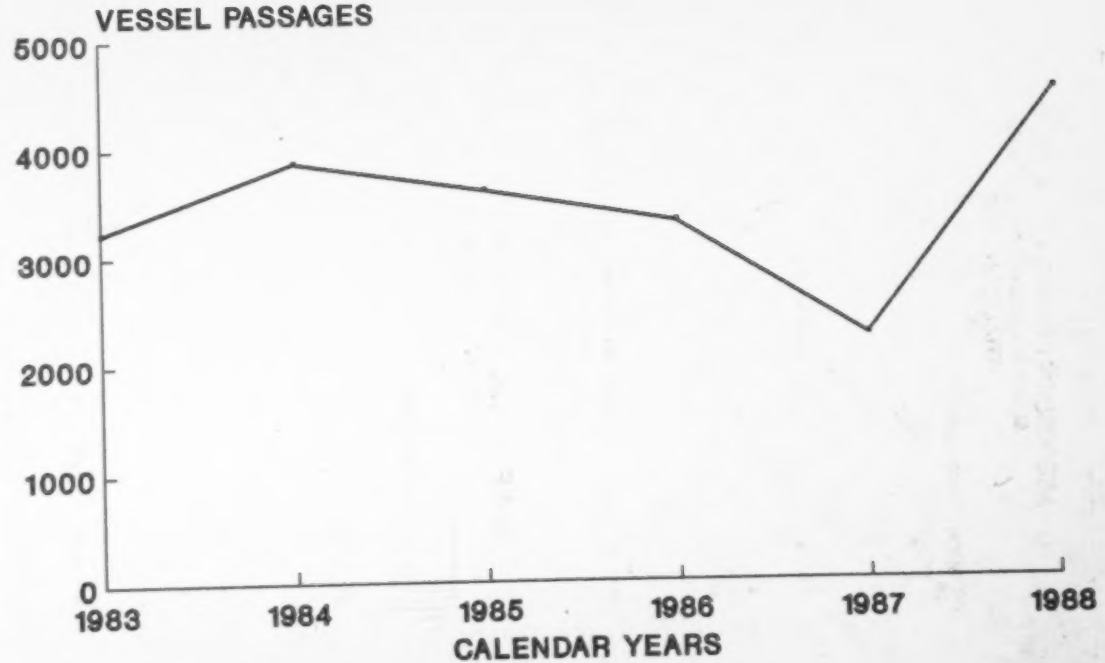


*Includes foreign and domestic movements

SOURCE: U.S. Army Corps of Engineers

1358

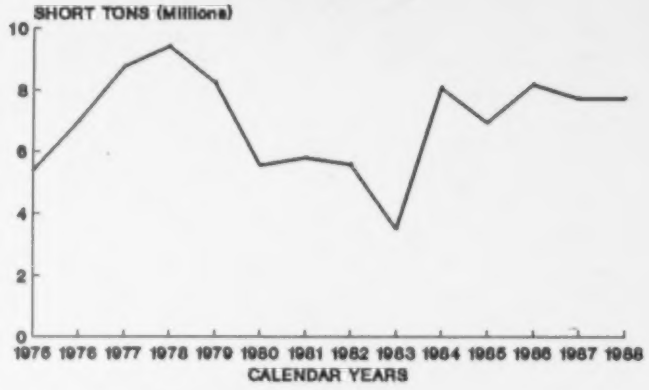
PORT OF NEW ORLEANS VESSEL PASSAGES
MISSISSIPPI RIVER GULF OUTLET (MRGO)
CALENDAR YEARS 1983 - 1988



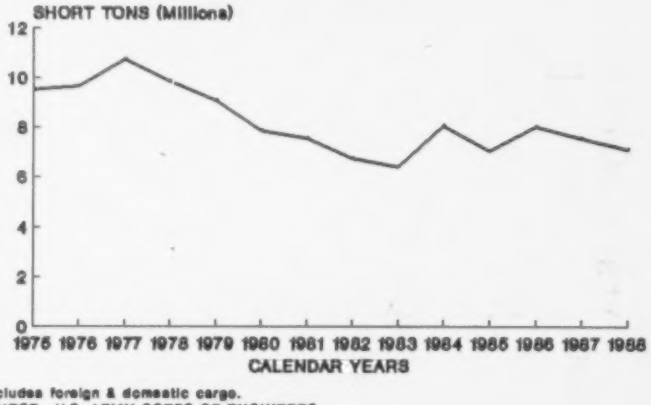
SOURCE: U.S. ARMY CORPS OF ENGINEERS

1359

MISSISSIPPI RIVER GULF OUTLET
CALENDAR YEARS 1975 - 1988
TOTAL TONNAGE*

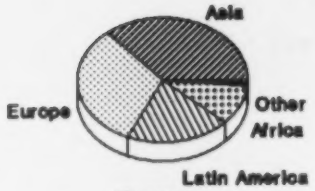


INNER HARBOR NAVIGATIONAL CANAL
CALENDAR YEAR 1975 - 1988
TOTAL TONNAGE*

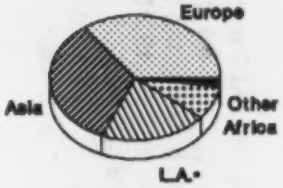


*Includes foreign & domestic cargo.
SOURCE: U.S. ARMY CORPS OF ENGINEERS

LOWER MISSISSIPPI RIVER
FOREIGN WATERBORNE COMMERCE
CALENDAR YEAR 1988



Tonnage
By World Area



Dollar Value
By World Area

* Latin America

Tonnage (000's of short tons)		Dollar Value (millions)	
Principal Countries:		Principal Countries:	
Japan	21,438	Japan	$ 3,291
Soviet Union	11,955	Netherlands	1,846
Netherlands	9,841	Soviet Union	1,474
Mexico	7,144	W. Germany	980
Saudi Arabia	6,453	Venezuela	833
All Others	87,117	All Others	15,946
Total	143,948	Total	$ 24,370

SOURCE: U.S. Dept. of Commerce

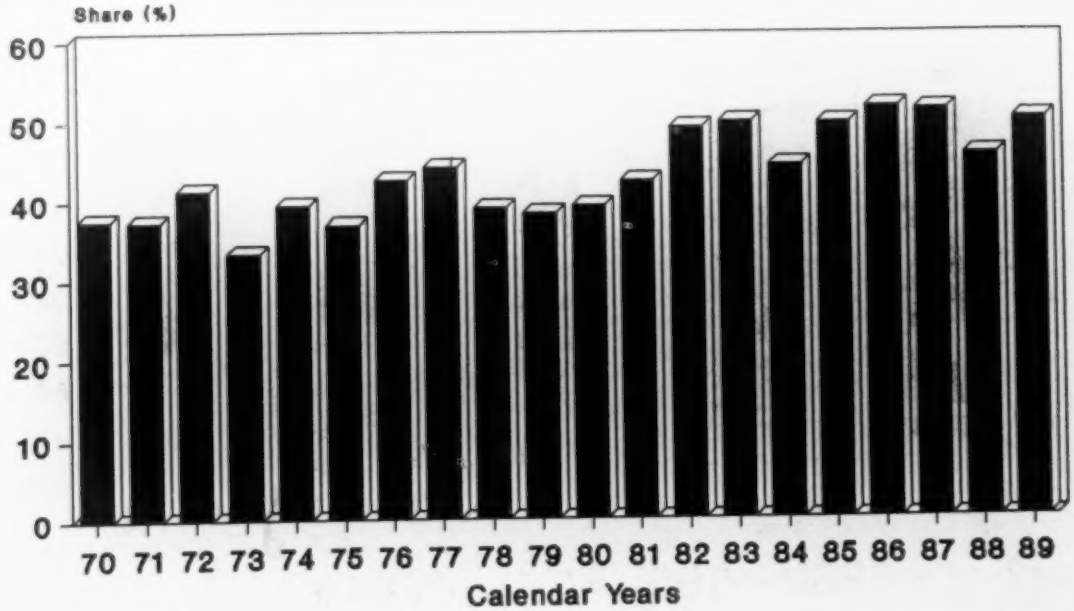
LOWER MISSISSIPPI RIVER
PRINCIPAL COMMODITIES 1988

Imports 48,153,830 Short Tons		Exports 95,793,612 Short Tons	
Petroleum & Petroleum Products	28,279,165	Cereal & Cereal Prods.	44,964,495
Metalliferous Ores	6,686,466	Oilseeds & Oleaginous Fruit	15,492,582
Iron & Steel	3,777,852	Animal Feeds	13,908,272
Fertilizers	3,628,152	Coal, Coke & Briquettes	9,591,550
Nonmetallic Mineral Manuf.	1,085,508	Petroleum & Petroleum Products	4,754,015
All Others	4,696,687	All Others	7,082,698

1362

SOURCE: Dept. of Commerce

Lower Mississippi River Grain Exports
As a Percentage of the United States*
Calendar Years 1970 - 1989

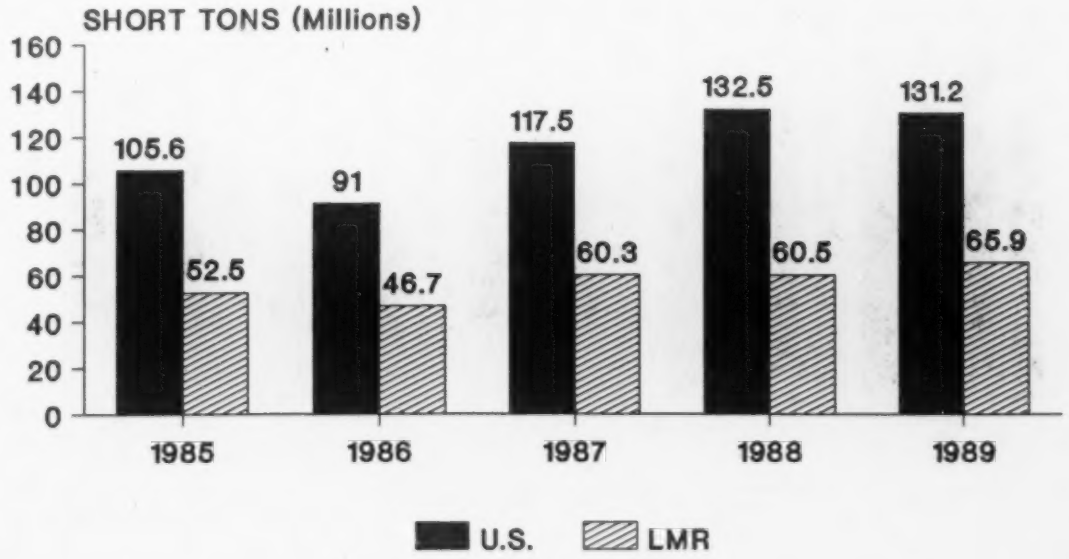


* Market Share Based on Bushels

SOURCE: U.S. Department of Agriculture

1363

United States & Lower Mississippi River
Grain Exports
Calendar Years 1985 - 1989

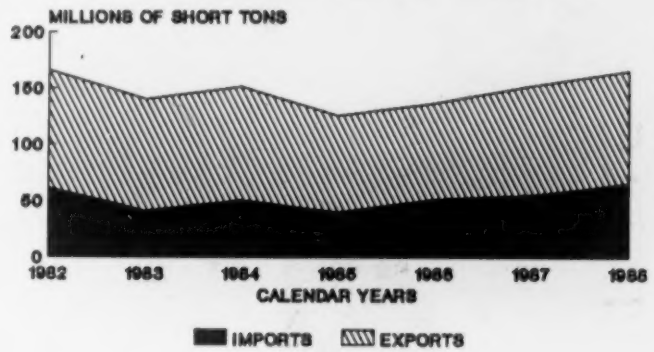


SOURCE: USDA (con. from bushels to tons)

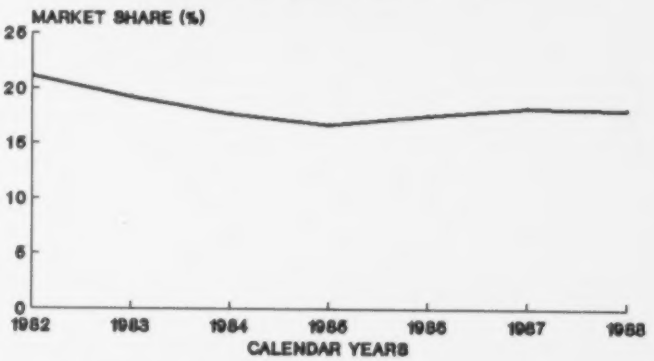
NOTE: The LMR is the major geographical area for U.S. grain exports.

1964

LOUISIANA PORTS
FOREIGN WATERBORNE COMMERCE
CALENDAR YEARS 1982 - 1988

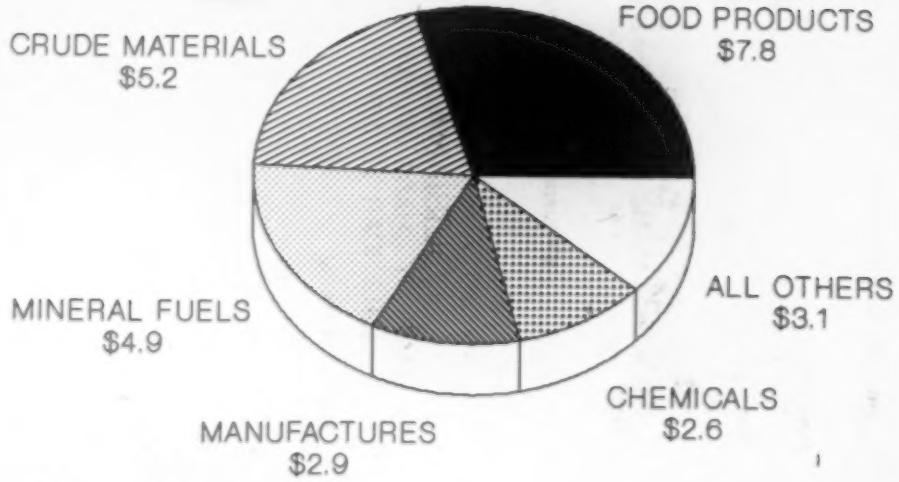


LOUISIANA PORTS
MARKET SHARE OF UNITED STATES
CALENDAR YEARS 1982 - 1988



SOURCE: U.S. DEPT. OF COMMERCE

LOUISIANA PORTS
FOREIGN WATERBORNE COMMERCE 1988*
COMMODITY PROFILE



1366

*BILLIONS OF U.S. DOLLARS
SOURCE: U.S. DEPT. OF COMMERCE

SECTION TWO

BACKGROUND INFORMATION

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STATISTICAL DATA

LOWER MISSISSIPPI RIVER

LENGTH:

2,350 miles from its starting point at Lake Itasca, Minnesota or 3,750 miles from the head waters of the Missouri River at Red Rock, Montana.

The Mississippi (including tributaries) is ranked as the third longest river in the world after the Nile which is 4,180 miles and the Amazon which is 3,912 miles long.

WATER SHED AREA:

1,244,000 square miles

The river drains 31 contiguous states in the United States and 2 provinces of Canada. This takes in 41% of the continuous land area of the United States.

AVERAGE DAILY FLOW:

460,000 cubic feet per second

This flow is equivalent to 297,000 million gallons per day.

AVERAGE VELOCITY:

3.1 miles per hour

SEDIMENT LOAD:

This load is equivalent to 138 million cubic yards per year. This yardage would fill the Louisiana Superdome in New Orleans 30 times or would cover a land area of 32 square miles to a height of 105 feet.

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THE PORT OF NEW ORLEANS

In 1718, the explorer Bienville founded the City of New Orleans near the mouth of the Mississippi River - 14,500 miles of navigable waterways which link more than twenty states to the markets of the world. Today, 272 years later, the U. S. Army Corps of Engineers reports that the Port of New Orleans handled 175-million tons of waterborne commerce (1988 foreign and domestic data).

It is undeniable that the New Orleans area plays a vital role in the international commerce of this nation. In 1988, the lower Mississippi River (Baton Rouge to the Gulf of Mexico) handled 143.9-million tons of foreign waterborne commerce. Worth $24.3 billion, this cargo represented 15.9% of the nation's international waterborne trade. Bulk cargo accounted for 94% of this volume, primarily the result of tremendous grain and animal feed exports and petroleum imports. More specifically, over 2.4 billion bushels of grain or 50.2% of all U. S. grain exports entered the world market via the eleven grain elevators and midstream transfer facilities on the lower Mississippi River. This same geographical area received 33 million tons of petroleum products in 1988, 10% of the U.S. waterborne imports of this commodity.

In addition to being vital to the international commerce of the nation, foreign trade through the Port of New Orleans has a direct impact on the local economy. A recently published study reports the (1) more than 50% of the $10 billion worth of goods and services produced annually in the area are in some way dependent on oceangoing commerce; (2) over 67,000 jobs or 1/5 of the jobs in the area can be traced to port activity; and (3) 1/4 of the wages paid in the area can be linked to port activity.

In 1988, the Port of New Orleans handled approximately 44.5 million tons of foreign cargo worth $11 billion (included in the lower Mississippi River statistics). Of this amount, general cargo tonnage totalled 6.9 million tons (major commodities included: iron and steel products, paper and paper products, refined sugar, pulp and waste paper, coffee, machinery and transportation equipment, and aluminum and aluminum alloys). Although the volume of bulk cargo statisticaly dwarfs the amount of general cargo handled, the significance of the port in the movement of general cargo should not be overlooked. The Port of New Orleans is one of the top seven general cargo ports in the nation. Furthermore, per ton, general cargo is very valuable to the community as it produces a greater economic benefit than does bulk cargo.

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In order to handle the waterborne commerce of this area, more than 800 barge lines serve the inland waterways and 100,000 barges pass through the port annually (an estimated 50% of all general cargo is moved to and from the port by barge, 30% by rail and 20% by truck). To carry the cargo between New Orleans and its trading partners throughout the world (150 countries), approximately 3,500 vessels operated by more than 100 steamship lines call at the port in a year's time (major world areas: Asia 39.1%, Europe 26.1%, Latin America 22.3%, and Africa 10.6%).

While the Port's foreign market is worldwide, its domestic market is primarily Mid-America, the heartland of the United States. This region currently produces 60% of the nation's agricultural products, 50% of all its manufactured goods, and 90% of the country's machinery and transportation equipment. By the year 2000, waterborne commerce from this region is expected to double. To accommodate this and other areas of growth, the Port of New Orleans launched a $400 million, 30-year capital improvement program in 1970 (valued in 1970 dollars). Thus far, the Port has spent $150-million and has initiated further planning for a $187-million facility improvement program to be accomplished over the next five years. These funds will be expended in the two major areas of the Port - (1) the Mississippi River, which has 12 miles of wharves stretching along the waterfront, and (2) the Tidewater area which is served by the Mississippi River-Gulf Outlet (MRGO). (Almost 39% of the Port's tonnage over public general cargo wharves is handled by the facilities on the MRGO.)

In summary, the Port of New Orleans is a dynamic, growing port. In the 272 years since Bienville founded the City of New Orleans, the Port has experienced dramatic changes. One thing, however, has remained constant. The Port of New Orleans has always played and will continue to play a vital role in the local economy and in the international commerce of the United States.

March 22, 1990

Board of Commissioners of the Port of New Orleans
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Mr. HAYDEN. My name is Channing Hayden. I am Vice President of the New Orleans Steamship Association. We support Mr. Wagner's statement.

We want to tell you how much we appreciate the support on the Corps projects on the Mississippi River. We have been building dredges and control structures working on the procedures that Susan had talked about in terms of trying to get our house in order on when we bring dredgers in.

In addition, we work with the Corps and Coast Guard on a routing response plan to avoid the problems Susan alluded to last year when shoaling and grounding cost the industry $28 million over a four-month period. We think we are working on that.

I would like to draw your attention to another need that has come up. David has given you the information on the tonnage that moves through the river. Last year 72 percent of that tonnage was generated above the Port of New Orleans. This area has a dredging problem also that can only be addressed with specialized dredges. We need long ladder dustpan dredges to dredge the crossings of New Orleans where the channel moves from one bank to the others. The hydraulics of the situation causes shoaling in the crosses.

The only way to address that problem is to get in early with a long ladder dredge. There are only two long ladder dredges in the United States. One is a Corps dredge and the other is "Lionel Beam". If we are going to maintain where we are in terms of a channel, we need at least one more long ladder dredge. If we are going to dredge the channel to Baton Rouge we need two. That is based on Corps information.

I am not suggesting the Corps needs to build another dredge. That is an alternative. They are building one for the Memphis district. Perhaps that could be modified since it is a short ladder. Perhaps we could take one and modify it the same way the "Jadwin" was converted to a long ladder. There is a lot of options.

What I am asking you to do today is begin a commitment to bring on line at least one more long ladder dredge, and if necessary two.

Thank you for your time and attention.

[The statement of Mr. Hayden follows:]

new orleans steamship association

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Summary of testimony of Channing Hayden, Vice President of the New Orleans Steamship Association, before the House Energy and Water Development Subcommittee on Appropriations, at 11:45 a.m., Thursday, March 29, 1990, in reference to the projects of public interest on the Lower Mississippi River from its mouth to Baton Rouge.

1. Forty-Five Foot Channel for Lower Mississippi River.
We recommend that the Corps be appropriated the proposed $5.5 million as a minimum for the mitigation features of the salt water intrusion in the first phase of this deepening project. We also recommend that funding be available to initiate the second phase of this project which is 45 feet to the Port of Baton Rouge.

2. Channel Stabilization and Maintenance Dredging of Southwest Pass and Maintenance Dredging of the Mississippi River from Baton Rouge to the Gulf.
The Lower Mississippi River ports, from the Gulf to Baton Rouge, rank as a leading World Port area. The President's budget for FY 91 is $52 million for Operation and Maintenance, General, Mississippi River, Baton Rouge to the Gulf and Southwest Pass. We urge the approval of the $52 million and that this fund be increased $6,160,000 if a greater capability exists.

3. The Mississippi River-Gulf Outlet Maintenance Dredging.
Located on this waterway are the Port of New Orleans' Bulk Handling Plant, most of the Port's container facilities, the ro-ro terminal and additional facilities under construction which provide newer cargo handling methods to accommodate the larger ships now serving international trade. It is recommended that the full $7.28 million be appropriated for Mississippi River-Gulf Outlet, Operation and Maintenance, General and to combat the erosion problem. We encourage the availability of added funds should a greater Corps capability exist.

4. The Mississippi River-Gulf Outlet, New Ship Lock.
The planning and design for the urgently needed New Ship Lock continues. This lock, once in operation, will relieve existing hazardous congestion and costly delays to foreign commerce. It will promote the economic growth and development of water-oriented industries along the Mississippi River and the Mississippi River-Gulf Outlet, thus promoting the future growth of the Port area of New Orleans. It is urged that the Congress provide the $1,157,000 proposed for the continuance of this new lock.

5. The Red River Waterway, Mississippi River to Shreveport, Louisiana.
We urge funding to its full capability of $126,147.00 which is necessary for the continuation of the project. It will improve the economic situation of Louisiana, along the Red River Basin, and benefit the port of Shreveport and the ports on the Lower Mississippi River. The benefit comes from providing a direct water link between Shreveport, a major distribution center serving Louisiana, Texas, Oklahoma, and Arkansas, and the ports of Plaquemines, New Orleans, South Louisiana and Baton Rouge.

Testimony of Channing Hayden, Vice President of the New Orleans Steamship Association, before the House Energy and Water Development Subcommittee on Appropriations, at 11:45 a.m., Thursday, March 29, 1990, in reference to the projects of public interest on the Lower Mississippi River from its mouth to Baton Rouge.

Mr. Chairman:

My name is Channing Hayden. I am Vice President of the New Orleans Steamship Association. Our membership of some 63 steamship owners, operators, agents and stevedores on the Lower Mississippi River is associated with hundreds of shipowners in international commerce.

My testimony concerns projects essential to the future of international commerce on the Lower Mississippi River from Baton Rouge to the Gulf. These projects, listed below, impact the nation in jobs and our ability to compete in world markets. They should be funded as noted in our summary.

1. Continuation of salt water intrusion mitigation features for the new Forty-Five Foot Channel for Lower Mississippi River as well as to initiate the second phase when necessary to extend the project into Baton Rouge.

2. Channel stabilization and maintenance dredging of Southwest Pass. Maintenance dredging of the Mississippi River from Baton Rouge to the Gulf.

3. Maintenance dredging of the Mississippi River-Gulf Outlet.

4. Continuation of the Design Program of the Mississippi River-Gulf Outlet New Ship Lock.

5. The continuation of the Red River Waterway Project (Mississippi River to Shreveport, Louisiana).

Channel stabilization along with maintenance dredging of Southwest Pass is vital in keeping project draft. Project draft, in turn, ensures that the Mississippi River's deep water ports will continue to handle the country's foreign waterborne commerce in the most cost effective way possible.

For years we have urged this committee to provide funds to maintain project draft at Southwest Pass. You have responded and the resulting benefits have proven the wisdom of your action not only for our area but the entire hinterland served by the Mississippi River System. History shows that Southwest Pass throughout the '70s was greatly restricted. From 1970 to 1975 the channel was restricted 46% of the time. In 1973 and 1974 the channel was below the 40-foot project draft 70% of the time. These restrictions were more than just one or two feet. There were periods when

we were limited to drafts of 33 and 31 feet. Fortunately, those times have not recurred. This can be credited to a combination of factors--your help, the constant vigilance of the Pilots, the Corps, and the maritime community, along with work for the new 45-foot project. During the 1980s we operated at or above the project draft more often than not. The funding you have provided was money well spent because it provided an improved channel. It has allowed a quick recovery to project dimensions in some cases when the channel did deteriorate. The repairs to the jetties and dikes and the Corps' ability to quickly respond to shoaling have been instrumental in this fact. This is not to say that shoaling did not cause some problems. In fact, last year while appearing before this Committee we reported serious shoaling and groundings, lasting from February to May, costing our industry some $28 million, plus an indefinable loss in confidence of draft stability which is essential, particularly to the bulk trade handled by Louisiana's river ports from Baton Rouge to the Gulf. An important factor to consider with Louisiana's bulk trade is that much of it is export grain/agriculture and coal. These commodities are not captive cargoes. They may be lost as exports from the U.S. because they can be handled by other exporting countries.

We must continue the funding to maintain what has been achieved. The Pilots have taken advantage of tidal flows and other factors, which include the past years' construction work, to recommend the maximum draft possible consistent with navigational safety. This is reflected in the Pilots' draft recommendation which gradually increased to 46 feet for vessels under 100,000 DWT and 45 feet for vessels over 100,000 DWT until impacted by last year's shoaling problem. After the problem we again gradually increased to 47 and 48 feet, a 7 to 8 feet benefit over the old 40-foot project draft. One foot (12 inches) to a large vessel with a loading capacity of 250 tons per inch is an additional 3,000 tons of cargo. At a freight rate of $15 per ton, this is $45,000 for each foot, or a $360,000 increase in revenue for 8 feet of added draft. This is what keeps the Lower Mississippi River ports competitive.

We are again experiencing shoaling. Since March 21 the draft at Southwest Pass has been 44 or 45 feet, depending on the size of the ship. While the restrictions have not been as severe as last year, they will reduce cargo capacity for some larger vessels. No figures are being compiled on the current problem because hopefully the situation will not be prolonged.

The funds we are requesting for maintenance dredging and other works are essential for the Corps of Engineers to maintain a reliable channel and allow them to quickly respond to potential problems. This will restore the necessary confidence the bulk trade needs to operate. The deeper the channel the more important is channel stabilization. By ensuring adequate channel stabilization work the maintenance cost of the deeper channel is minimized. If recurring maintenance dredging can be minimized by investing in this work, then the investment is cost effective. The quicker the new 45-foot project is maintained with completed stabilization, the quicker and greater the benefits will be realized from O&M cost.

Funds are also needed to have dustpan dredges available to dredge the crossings above the city of New Orleans. These crossings control the draft to 8 of the 10 area major grain elevators. This area is predominantly bulk trade which must also have stable channel depth that coincides with the depth at Southwest Pass. Only 2 dredges in the country can maintain these crossings. At least one more is needed to reliably maintain the current channel. A second dustpan dredge will be needed when the 45 ft. channel is extended to Baton Rouge.

This is why we have requested $5.5 million for the mitigation features of the new 45-foot project as well as the $52 million plus the additional funds of $6,160,000 for maintenance dredging of Southwest Pass, Mississippi River, Baton Rouge to the Gulf.

The continuation of the second phase of the 45-foot deep channel into the Port of Baton Rouge is also a matter very important to Louisiana and its River Ports. It would eliminate the need for different loading criteria for the Louisiana ports on the Lower Mississippi River. The draft would be more uniform and avoid confusion to foreign shippers and ocean carriers. This should provide a better posture for the promotion of more trade through Louisiana. Because of the importance of this matter the state of Louisiana, even with its budget crunch, is still seeking funding to complete the Local Cost Sharing Agreement with the Corps of Engineers for this second phase. For these reasons we recommend that funding be available when needed to initiate this phase of the project to avoid delays when the State's cost share is available.

The growth of the Port of New Orleans depends, in large measure, on the Port's container and ro-ro facilities, and the Bulk Handling Plant, among others, located on the Mississippi River-Gulf Outlet. In the late '70s we averaged some 1,260 vessel transits annually. In the '80s we averaged 1,563 annually, a 24% increase.

This channel has been severely restricted in depth and in width. The funds you have provided have allowed the Corps to improve the channel considerably. Despite the Corps' best efforts, the channel width is still limited primarily because of erosion. This seaway has a project depth of 36 feet. Still for safety reasons on the narrow channel, restrictions apply to vessels with a draft of 30 feet or more. Such vessels cannot meet or pass in certain areas of this channel causing delays to the tightly scheduled container vessels using the Mississippi River-Gulf Outlet. The specialty vessels serving the Port's facilities are becoming larger. This channel, with less than stable full project dimensions, will cause problems for these larger vessels, reducing our ability to grow with the trade. Despite the problems with the channel, we have had in the last half of the '80s a 5% growth in vessel transits over the first half of the '80s.

To improve safety on this channel, we request that the Congress appropriate $7.28 million, along with added funds should a greater Corps capability exist for the Mississippi River-Gulf Outlet. In addition, to further reduce or eliminate transit restrictions and delays, an anchorage should be dredged and maintained as a holding area so large ships can

transit without closing the channel to other vessel traffic. There is also the need to resolve the bank erosion problem in this channel. This could reduce cost over the long haul and enhance safety.

The container terminals and the Public Bulk Terminal are located on the Mississippi River-Gulf Outlet. Grain, other bulk facilities, and the general cargo wharves are located on the Mississippi River. An adequate route between the Mississippi River-Gulf Outlet and the river is essential for efficient transit between these facilities. The shortest route is an inefficient, antiquated lock built in the 1920's with a width of 75 feet and limited to a depth of 30 feet. Its maximum capacity has long been exceeded. The average waiting time for passage through the lock has increased from 8-1/2 hours in 1985 to about 12 hours at present; however, I am personally aware of waiting time of more than a day in some instances.

A much larger ship lock is necessary to accommodate the size of today's large vessels. We urge that Congress provide the requested $1,157,000 for this project. This is important if this project is to be completed. Any delays are unthinkable since the new lock is long overdue.

The Red River Waterway, Mississippi River to Shreveport, Louisiana, Project is directly related to our Port. The continuation and completion of this work will stimulate the economy all along the Red River Basin with jobs and additional international trade. This stimulated trade will service the Port of Shreveport and the ports on the Lower Mississippi River, providing needed growth and benefitting the states of Louisiana, Texas, Oklahoma, and Arkansas, which are served through the Shreveport distribution center. We urge that the budget of $39,147,000 necessary for this project be appropriated as well as an additional $87 million to meet the Corps' full capability.

I appreciate the opportunity to appear before you today. Thank you.

Mr. MICHELL. Thank you for the opportunity to be here. I will summarize in saying I am here to support the information you have had from the Port of New Orleans, the Steamship Council and the Corps of Engineers budget.

The project to deepen the river has been successful. The project that we have undertaken locally to see that the channel is maintained has also been successful. 1989 was the first full year we have had to develop figures.

The pilots who operate in the area of the Southwest Pass of the Mississippi River is the group of pilots I represent, bar pilots. We have been utilizing the project to the maximum by pushing ships through at depths or drafts in excess of what the project was designed to handle by utilizing the skill of the pilots in getting those ships through. What the Congress has invested and the Corps has used, we are getting the maximum out of it which can be achieved.

In 1989 the number of ships increased 3.7 percent. We have now more ships in the ports of the Lower Mississippi River. The size of the ships overall has increased. We are not just getting a few bigger ships. The overall size of the vessels has increased because they can take greater amounts of cargo and they are taking greater amounts of cargo and that is reflected in the fact that the draft of the ships is increased also.

The effect is felt throughout the states in the Mississippi River Valley. The ports in Louisiana are ports of transshipment. Those cargos originate from the Mississippi Valley. It is the producers in the Valley that are benefiting to the greatest extent.

I am real pleased to hear that I am speaking to a friendly group, Mrs. Boggs from my home state and you all interested in coal. We are members of the Mississippi Valley Coal Exporters Council. We are working very closely with them to resolve the transportation problem in the major area of Southwest Pass. If either of you gents are interested in promoting coal, you might consider joining the Mississippi Valley Coal Export Council.

There is one other item that may not be exactly before this committee, but relates to this committee. That is the Federal Communications Commission. Safety on the Mississippi River in order to utilize the project is very dependent on a particular radio frequency that was set aside by Congress in 1972 under the Bridge-to-Bridge Radiotelephone Act.

That radio channel provides for communication between vessels to assure safety on the rivers. The FCC budget has been cut in the past and they have had to make cuts in the enforcement of that very vital frequency. If there is anything that this committee or any one of you can do to restore or provide whatever funding the Federal Communication Commission needs to provide the manpower and equipment necessary to monitor those channels out there and enforce their proper usage, it benefits us not only on the Mississippi River but in any areas where the Bridge-to-Bridge Radiotelephone Act comes into effect.

[The statement of Mr. Michell follows:]

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March 29, 1989

Testimony of

Jacques B. Michell, President
Associated Branch Pilots for the Port of New Orleans

Before the House Energy and Water Development Subcommittee on Appropriations

Mr. Chairman:

I am Jacques Michell, President of the Associated Branch Pilots, the Bar Pilots for the Port of New Orleans, Louisiana.

The Associated Branch Pilots is one of three pilot associations applying specialized piloting techniques to meet the demands of safe and efficient navigation in one of three distinct areas on the part of the Lower Mississippi River that lies between Baton Rouge, Louisiana and the Gulf of Mexico. We are called Bar Pilots because of the sand bars that constantly build and change in the area in which we pilot the large ocean going ships that call at the deep water ports on the Mississippi River. The area at the mouth of the river is the narrow, shallow entrance to the Mississippi River system known as Southwest Pass. It is the area in which we pilot the largest ships at the deepest drafts and in the greatest numbers. We are also pilots for the Mississippi River Gulf Outlet which is a manmade channel seventy-five miles long, that begins in the Gulf of Mexico and intersects the intercoastal waterway system at New Orleans. In 1989 the Associated Branch Pilots performed pilotage on more than 12,000 occasions.

I would like to testify with the Board of Commissioners of the Port of New Orleans on projects that are of vital interest to safe navigation and maritime commerce on the lower Mississippi River.

The versatility of the lower Mississippi River system in accommodating road, rail, and the most cost effective mode of transportation, waterborne transportation, is vital to the local area, the states in the region of the Mississippi River valley, and the nation.

The United States Army Corps of Engineers has completed the first phase of the deepening of the channel in the lower Mississippi River from forty feet to a depth of forty-five feet from the Gulf of Mexico to a point just below Baton Rouge, Louisiana. This means that the largest port in the United States, whose ranking is determined by cargo tonnage handled, has enhanced access that will accommodate vessels with deeper drafts.

To the world shipping community this means that calling at ports on the Mississippi River will be more profitable as larger ships will be able to call at the ports, and ships that presently call will be able to take greater amounts of cargo per voyage.

The results have several related benefits. As the earning potential of ships

increases freight rates decrease. The resulting savings are reflected in the cost of the product to the buyer. Since coal and agricultural products are shipped in such large quantities from the Mississippi valley, through the river system, the desirability of these products, from their sources within the United States, increases. The result to the U.S. producer is increased profits through increased amounts of product sold.

Increasing the demand for export of domestic commodities is a goal of every trading nation and certainly of increasing importance to the United States as our trade deficit grows. The projects identified by the Corps of Engineers enhance the goals of the United States with regard to trade.

Although the construction and maintenance of these projects lie within the State of Louisiana they impact the other states in the Mississippi River valley as the products that are shipped through the ports in Louisiana are products that have been produced in the states in the valley.

Louisianians are an integral part of this national effort. By providing efficient ports for the transshipment of cargos produced or consumed in the United States we serve the interests of our fellow citizens nationwide. Many of Louisiana's citizens are employed by the Corps of Engineers. The extra effort that accompanies their dedication and professionalism can be seen in the planning, design, construction, and maintenance of the projects that have been completed.

That extra effort can also be seen in the performance of pilotage by the members of the Associated Branch Pilots. The area of the Southwest Pass of the Mississippi River is the gateway through which 85% of the foreign commerce entering or leaving the river must pass. Ships whose summer deadweight tonnages are greater than one hundred thousand tons transit daily. The largest ship thus far was 284,000 summer deadweight tons. Although the ship did not call for cargo it indicates the capability of the channel and the people utilizing it.

Southwest Pass is a most important area in which the Bar Pilots are giving an extra effort. By applying their piloting skills Bar Pilots have over the years been able to make the fullest use of the channels constructed and maintained by the Corps of Engineers. In 1987, for instance, ships earned excess revenues that were conservatively determined to be more than $15 million. The pilots efforts have been recognized by an award presented by the World Trade Center in New Orleans. The excess revenue earned was attributed to the skill and professionalism of the pilots who piloted ships at the deepest drafts possible thus enabling ships to carry more cargo. The $15 million figure only encompassed additional freight rate earnings at drafts greater than forty feet, cargo value and ancillary services were not included. This could not have been accomplished without a like effort from the Corps of Engineers by providing reliable maintenance of the channel. Acknowledgement of the Corps efforts will not go unattended.

Over the years the Corps of Engineers has studied, designed, and improved the channels leading to the facilities at the ports along the Mississippi River by constructing training works, pile dikes, bulkheads and bank nourishment projects. As they continue to develop and improve those channels their design makes them self-maintaining.

Despite the Corps' efforts, conditions periodically occur that require individualized attention. Unpredictable and above average snowfall and rainfall can result in increased amounts of siltation in the channel in Southwest Pass. By proper management and prioritization, the Corps has been able to effect timely restoration of the authorized channel dimensions. Full Corps capability in this area should continue to be funded in order to insure the Corps' ability to continue to respond effectively.

The dollars sought can be justified in many ways. The extra effort in seeing to it that the greatest possible return is gained is something we in Louisiana call lagniappe. Lagniappe is that little extra you get from Louisiana people who know their jobs and do them well.

Funding of the Corps' initiatives in the Lower Mississippi River is money that has been proven to be well spent and money that will return. I urge your support of the funding for the U. S. Army Corps of Engineer's capability.

Mr. Chairman, before I close I would like to call to the attention of the Subcommittee the work of the Federal Communications Commission with respect to safe navigation, not only on the Mississippi River but throughout the nation's waterways.

The FCC provides the survailance and enforcement that is necessary to insure that the radio channels that are an essential part of a communications system that is vital to safe navigation on the nations waterways is properly and efficiently utilized.

The communications system to which I am referring was established by the Congress in the Vessel Bridge-to-Bridge Radiotelephone Act. This Act, passed by Congress in 1972 provides a radio channel, exclusively for use by vessels, to exchange information that is essential when navigating in the increasingly congested waterways of the United States. Second only to the Rules of the Road, which is the law by which vessels are navigated, it is the system by which the safety of our nation's waterways is most enhanced. The success of the system has been acclaimed by all who utilize it and is a credit to the wisdom of the Congress in providing it.

In order to insure that the equipment and manpower necesssary for the FCC to accomplish this most important task is provided we urge the Congress to provide the funding needed.

Mr. Chairman, this concludes my statement. Thank you for the oportunity to appear the Subcommittee. I will be happy to respond to any questions the Subcommittee may wish to ask.

Mr. BEVILL. The Chair recognizes Mrs. Boggs.

Mrs. BOGGS. I thank all of you, not only for your statements, but for your work every day of the year. We are always gratified by your appearances before our committee. We take your expert testimony into very real consideration. I am especially very grateful for it.

I would like to suggest that Billy Tauzin from Louisiana is on the Energy and Commerce Committee where the FCC jurisdiction would fall. I hope you all would express your difficulties and needs to him as well. We will certainly be monitoring it and helping you with it.

Thank all of you so much.

Mr. MYERS. When I have been in a pilothouse or two, half the time I cannot understand them on the radio anyway.

Mr. MICHELL. We can give you a course. They do speak a different language.

Mr. MYERS. What happened to my cousin John Meyers?

Mr. MICHELL. He told me to extend his best regards and see if they corrected your nameplate to correct the spelling of your name.

Mrs. BOGGS. Mr. Chairman, our good friend and colleague, Congressman Billy Tauzin also has a statement for the record.

Mr. BEVILL. Without objection, it will be placed in the record.

[The statement of Hon. Billy Tauzin follows:]

MARCH 27, 1990

STATEMENT OF

THE HONORABLE BILLY TAUZIN

MEMBER OF THE U.S. HOUSE OF REPRESENTATIVES

before the

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

of the

COMMITTEE ON APPROPRIATIONS

U.S. HOUSE OF REPRESENTATIVES

Mr. Chairman and Members of the Subcommittee, I thank you for giving me this opportunity to express my support for the funding of various U.S. Army Corps of Engineers projects.

First I would like to thank the New Orleans District of the Army Corps of Engineers for their cooperation over the past ten years I have been in Congress. Every year I present to this committee a long wish list of projects to be funded, and you would understand why when you saw the annual New Orleans District status report and the large number of projects in my district.

Today, my testimony will consist of both some key projects that will be explained in detail with additional projects that are just as important to me, however, less in detail.

GENERAL INVESTIGATIONS

Louisiana Coastal Area

This project consists of various studies scheduled for completion by FY 93. These address the hurricane protection; land loss and marsh creation; a comprehensive coastal plan; and a Mississippi River Delta study. In fact, the first area under the marsh creation study has already shown some positive results. As you are aware Louisiana is losing the most wetlands and at the fast rate. It is important that these projects are continued.

Upper Bayou Teche

There are two projects concerning the Bayou Teche area in my district. The first is requesting $460,000 to prepare the draft feasibility report and the environmental impact statement for the protection and management of the drainage

basins of the Mermentau, Vermilion, and Calcasieu Rivers and Bayou Teche. The second project requests $400,000 to initiate preconstruction engineering and design for the enlargement of Upper Bayou Teche to increase the current flow conditions.

Bayou Chevreuil and Grand Bayou Preliminary Evaluation

Recently, the Corps issued the results of the preliminary evaluation of the flooding problems in the Bayou Chevreuil and Grand Bayou areas of Lafourche Parish. Their report was not promising for the communities in alleviating the flooding problems. My concerr is the scope of the study was not expansive enough to properly address this issue. I hope the Corps can assist in resolving these concerns.

GENERAL CONSTRUCTION

Grand Isle and Vicinity

$2,659,000 - This is to finish the contract for beach and dune restoration. This project is extremely important in protecting the community of Grand Isle. In fact, this is the only barrier island developed in Louisiana.

Lake Pontchartrain and Vicinity Hurricane Protection

$11,655,000 - This is to be used for levee construction in the New Orleans East, New Orleans West, and Chalmette units. This includes the plans to construct the levee north of Highway 61 in St. Charles Parish, which was recently approved by the Corps.

Larose to Golden Meadow Hurricane Protection

$4,210,000 - This will permit continuation of the work on the lifts of the loop levee.

Mississippi River-Gulf Outlet

$1,157,000 - This will complete the Evaluation Report on the recommendations on the location of the lock for the project. This has been a highly controversial issue over whether the Corps should improve and enlarge the existing site of the lock or create a new cut south near Violet, Louisiana. I, along with the St. Bernard Parish officials, have come out in support of the improvement and enlargement position. This whole issue has continued to be a thorn in the parish's side because the original Mississippi River-Gulf Outlet has shown little if any benefits for them.

Mississippi River Dredging To Baton Rouge

$5,500,000 - This is to continue the permanent saltwater intrusion mitigation facilities and design studies and LCA

negotiations for the next phase which is extending the 45-foot channel to Baton Rouge. I understand there is a problem with maintaining the channel after the Corps dredges from mile 181 to Baton Rouge. I am sure there will be a solution to address these maintenance needs, however, we should not hold up the construction plans.

New Orleans to Venice

$15,900,000 - This is to continue elevating the levees to provide better protection of the improved lands and populated area from hurricanes.

Westwego to Harvey Canal

$3,700,000 - This is for continued construction of levees and floodwalls for protection from hurricanes. I want to express to the Corps that I am aware of the concerns by the West Jefferson Levee Board District prefers levees instead of floodwalls. I hope this matter can be resolved in a timely manner.

OPERATION AND MAINTENANCE

I am well aware of the concerns by the Army Corps of Engineers that O & M monies will be tight this year. Since most of these projects consist of maintenance dredging, I continue to encourage the wise use of the spoils in refurbishing or creating wetlands.

Another issue of my concern is the current plans of the State of Louisiana to build a fixed-span bridge across Bayou Lafourche below the intended northern point of the bayou's navigability. If a fixed-span bridge is constructed, an important section of Bayou Lafourche would be shut off from any future water-related industries from developing on bayou. I am requesting the Corps support in clarifying the intent of the law and protecting Bayou Lafourche from further closure of navigation.

Finally, I would like to address the situation with the Gulf Intracoastal Waterway and the erosion of Sargent Beach in Texas. This is an urgent problem that should be handled before the GIWW is breached by the surf of the Gulf. As you are aware the GIWW is a vital transportation mode for commerce between the coastal states and their ports. The threat of this problem could effect several billion dollars worth of revenues to the economy of the states the GIWW encompasses. i am requesting that the attached letter and testimony be submitted for the record from parties that could be effected by this threat.

I would like to thank the Corps for their cooperation recently in addressing the maintenance dredging so desperately needed for Bayou Lafourche below Golden Meadov.

I would like to thank the Subcommittee for the time and appreciation in considering the funding for the many projects in Louisiana. You have been generous to the needs of the people of Louisiana.

APR 0 1 1990

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March 26, 1990

The Honorable W. J. Tauzin
House of Representatives
222 Cannon House Office Bldg.
Washington, TX 20515-1803

Dear Mr. Tauzin:

We are very concerned about the potential loss of the navigability of the Gulf Intracoastal Waterway in the stretch known as Sargent Beach located on the Texas coast just east of Matagorda Bay. We would like to request that this letter be entered into the record of the ongoing proceedings of the Water Resources Subcommittee.

Erosion has created a situation where the protective barrier peninsula separating the Gulf of Mexico from the Gulf Intracoastal Waterway has been reduced to a very thin area of low lying land. Any given tropical storm is capable of inundating this area and filling the Gulf Intracoastal Waterway in with sand and debris. In addition, a breach of the Gulf Intracoastal Waterway would sacrifice our environmental objectives as the present coastal barriers serve to protect shoreline ecology. A permanent breach of the protective barrier would result in closure of the canal until the breach could be repaired.

This is clearly a situation where prevention will be much more economical than the attempted cure after a breach has already occurred. Because of the clay foundation in the Sargent Beach area, any damage sustained by storm or erosion may well be permanent. A presentation summary is enclosed to provide you or your staff additional information on this urgent issue.

Please support the Corps of Engineers' agenda by making this a top priority for navigation projects and funding. The Corps must be encouraged to move forward as quickly as possible to avoid an unfortunate future disaster. The Gulf Intracoastal Waterway is critical to our company from a supply and distribution standpoint. It is critical to south Texas and the nation as an artery of commerce.

Sincerely,

Geren L. Graham
President

GLG:kyp

Enclosure

INTRODUCTION

My name is Berdon Lawrence and I am President of Hollywood Marine, Inc. which is a Houston, Texas based inland tank barge company. We operate 232 tank barges and 108 tow boats on the Gulf Intracoastal Waterway. Our customers are the petroleum and petrochemical refiners.

Thank you for the opportunity to discuss a serious problem in our region. I will ask for 10 minutes to present my summary here and I have a detailed statement that I have filed with the clerk that I would like printed in full in the record.

My purpose is to discuss the threatened closure of the Gulf Intracoastal Waterway over a seven mile stretch from approximately the mileboard 412 to 419 known as "Sargent Beach."

I have divided my remarks into three areas:

I. Background and General Overview of the Gulf Intracoastal Waterway.

II. The Specifics of the threatened closure at Sargent Beach

III. Then I will be happy to attempt to answer any questions you may have.

I. BACKGROUND AND GENERAL OVERVIEW

The tank barges that our company and other similar barge companies operate on the Gulf Intracoastal Waterway range in size from 10,000 to 30,000 barrels and are pushed with 800 to 1,800 horsepower tow boats in tows consisting of two or three barges. The tows move raw materials and finished goods up and down the Gulf Intracoastal. In many cases these products also connect and continue on the Mississippi and Ohio River Systems or on pipelines serving Mid America and the East Coast and also with shipments of products being exported by ship out of the country.

A KEY POINT I WANT TO MAKE IS ALTHOUGH THE EROSION AT SARGENT BEACH IS A PROBLEM LOCATED IN TEXAS, IT IS A PROBLEM THAT ALSO HAS NATIONAL AND INTERNATIONAL IMPLICATIONS.

The Gulf Intracoastal Waterway was constructed during the 1930's to accomplish the two-fold objective of being a national transportation security measure and being a public works project. Over the past fifty years, it has developed into a vital transportation mode for commerce linking key Gulf Coast ports together with cost effective, safe and efficient transportation of

bulk materials. The Texas Transportation Institute estimates that the Texas portion of the Gulf Intracoastal Waterway, alone, contributes three billion dollars per year in direct revenues and expenses to the Texas economy.

The volumes transported on the Gulf Intracoastal Waterway are such that there are no practical alternatives should the canal be closed. A normal size tow of 50,000 barrels (5,000 tons) would require 75 rail cars and 300 trucks. There are hundreds of these types of tows operating on the canal each day. The Corps of Engineers estimates that over 75 million tons of cargo will traverse the Texas portion of the Gulf Intracoastal in 1990.

AS YOU CAN SEE BY THESE VOLUMES, TRYING TO MOVE THESE PRODUCTS BY RAIL TRUCKS WOULD CREATE ABSOLUTE GRIDLOCK

II. SPECIFICS OF THE THREATENED CLOSURE

Shoreline erosion is an urgent concern all along the Gulf Coast. It has been estimated by the U.S. Army Corps of Engineers that of the 400 miles of Texas shoreline, about sixty percent is eroding. This erosion is a natural phenomena that has been going on for well over the past one hundred years.

One of the worst erosion areas in Texas is the Sargent Beach stretch in Matagorda County. Approximately seven miles of this reach of the Gulf Intracoastal Waterway directly parallels the shoreline very closely.

IT IS IMPORTANT FOR YOU TO KNOW THAT THIS IS THE ONLY AREA OF THE 1,200 MILES OF THE GULF INTRACOASTAL WATERWAY WITH BOTH EROSION OF THIS NATURE BEING COMBINED WITH THE CANAL BEING SO VERY CLOSE TO THE GULF. THIS PRESENTS THE SHORT TERM DANGER OF THE CANAL BEING BREACHED BY THE SURF OF THE GULF.

Erosion since 1974 has been closely monitored by the Corps of Engineers and their data shows the erosion rate ranges from 25 to 56 feet per year. This continued erosion has resulted in the loss of the beach and the loss of an entire subdivision of private residences. Currently, the shoreline is less than 600 feet from the Gulf Intracoastal Waterway in some areas along the Sargent Beach stretch. I cannot overemphasize the critical nature of this issue from a timing standpoint! Studies vary as to when the breaching will occur. Many feel it could occur as soon as five years depending on the number and size of hurricanes that hit the Gulf Coast or it could be as long as fifteen years. The problem is that no one can predict the frequency and velocity of hurricanes.

If there is a breach, the Gulf Intracoastal Waterway will be closed to standard inland barge traffic. Our vessels are designed to operate in sheltered inland waters and would be unsafe to navigate in what would become the surf of the Gulf of Mexico if the breach occurs. Also, it would be impossible to maintain the dredged depth in the surf zone and the entire stretch would fill in with sand and silt as the surf moved further inland. The Colonel of the Corps of Engineers - Galveston District, Col. Brink Miller, has stated that a breach would close the Intracoastal Waterway. This would

effectively sever all barge traffic south of the San Bernard River and isolate the lower 250 miles of the Texas coast, including the ports of Bay City, Victoria, Pt. Lavaca, Corpus Christi, Harlingen and Brownsville.

I am here to tell you today that prevention of the breach is critical! Corpus Christi is the 6th largest port in the United Sates, with Houston being the 3rd. Texas is the largest maritime state in the nation. A major reason being the synergy created by the interconnection of the Gulf deep water ports provided by the Gulf Intracoastal Waterway. Col. Miller has placed the Sargent Beach erosion problem as the highest priority on the Galveston District's agenda. I have reviewed the alternative plans the Corps of Engineers have proposed. In my opinion the reinforcement of the protective 600 foot land strip on the seaward side of the canal makes much more sense than attempting to rerouting the canal. I understand that the estimated cost of reinforcement to be in the $15-40 Million range, depending on which specific method is used. The barrier strip contains many private residences and provides protection for not only the Gulf Intracoastal Canal, but also for several environmentally sensitive wet lands that would also be eventually destroyed by direct wave action.

As a representative of the tug and barge industry, I can only echo the sentiment that this is a very serious matter that demands immediate action.

CLOSING

Thank you very much for giving me this opportunity to discuss this serious problem with you. I would be happy to now attempt to answer any questions you may have.

THURSDAY, MARCH 29, 1990.

CYPRESS CREEK FLOOD CONTROL PROJECT, TEXAS

WITNESS

JIM GREEN, COMMISSIONER OF HARRIS COUNTY, TX

Mr. BEVILL. Next we have Jim Green.

Congressmen Jack Fields and Bill Archer are tied up with other pressing matters at the moment. Greg Laughlin was called to his district. They all wanted to be here to support your testimony. So your prepared statement will be made a part of the record and you may proceed as you wish.

Mr. GREEN. Thank you, Mr. Chairman.

First of all, in hearing some of the previous testimony, I wish there was a way that I could use Alabama and Indiana coal in Texas.

Mr. Chairman and Members of the Energy and Water Development Subcommittee, I want to thank you for allowing me to come before you to testify in support of fiscal year 1991 funding for the United States Army Corps of Engineers Cypress Creek flood control project.

As a director of the Harris County flood control district, Houston, Texas, I respectfully appeal to you on behalf of Harris County Judge Jon Lindsay, and the Harris County Commissioners Court and the more than 200,000 residents of the Cypress Creek Watershed to lend your support to the Cypress Creek project by approving an appropriation of $750,000 in fiscal year 1991 so that the Corps of Engineers can proceed with pre-construction engineering and design work.

I would like to thank you once again for this subcommittee's approval of $250,000 last year at appropriation for this important project.

Mr. Chairman, we in Harris County, living on the Gulf Coast in a semi-tropical climate, know and experience weather adversities. Starting back in 1935 Harris County experienced a storm and consequent flooding of such magnitude that two-thirds of the county's 1740 square miles was flooded. Destruction was widespread.

As a result of that catastrophic event, Harris County and the Corps of Engineers began the first of several critical projects, the Barker and Addicks Reservoirs. The Corps of Engineers along with Harris County as the local sponsor has since implemented major rectification projects on Brays Bayou, White Oak Bayou, Vince Bayou, Little Vince Bayou and Clear Creek. These projects have been responsible for eliminating flood hazards that would, over the years, have caused many millions of dollars in damages.

Mr. Chairman, the residents of Harris County owe a great debt of appreciation to your subcommittee for its past and continuing support and funds for the Corps projects that have greatly reduced the threat of flooding in Harris County, Texas, the third largest county in the country.

Mr. Chairman, the Cypress Creek watershed is located northwest of the City of Houston in northern Harris and eastern Waller Counties, Texas. Over the past two decades the lower portion of the watershed has experienced a dramatic growth rate. More than

200,000 people reside in this 319 square mile drainage area. The population factor has increased more than 492 percent since 1970.

This area developed primarily as an upper-middle income, single family, residential area, commercial and retail establishments have developed along major thoroughfare corridors and an industrial sector is now developing along U.S. Highway 290.

Mr. Chairman, this urban watershed, as is most of Harris County, is extremely flat. Cypress Creek itself falls only 135 feet in approximately 60 miles. This is roughly 2.25 feet per mile. The floor in this room slopes more than does Cypress Creek. I think it would be safe to say the floor in this room probably slopes more than that.

This flatness, together with our coastal climatic conditions, obviously presents major drainage problems.

In the past 25 years, for example, Cypress Creek has seen extensive flooding in 1968, 1973, 1979, 1983, 1985, 1987 and then we had 1989.

Mr. Chairman, last year we in Harris County experienced not one but two tropical storms, and added to that we had one hurricane. Cypress Creek was severely impacted, extensive flooding in May and June caused the flooding of approximately 766 homes in 15 subdivisions. I believe there are some pictures in an exhibit that is being passed among you. Each of these storms had rainfall amounts in excess of 14 inches for 24 hours. The damage amount was approximately $20 million.

Mr. Chairman, Harris County proudly has one of the most sophisticated flood plain management programs in the nation, ensuring that existing problems are not worsened and new problems are not created. However, the problems on Cypress Creek occur in areas developed prior to the county's participation in the national flood insurance program and the corresponding level of understanding of the problems and solutions that we have today.

The Corps of Engineers, through an environmental impact study, has addressed the environmental considerations in the watershed and the project is designed to protect, preserve, and maintain existing environmental values and to minimize unavoidable damages to the environment. The project plan incorporates mitigation measures to offset losses to aquatic and terrestrial habitat and resources from construction. The proposed project is in compliance with the Fish and Wildlife Coordination Act, as amended.

The proposed recreational development plan will increase recreational opportunities for the general public and enhance the existing Cypress Creek parkway system.

Mr. Chairman, clearly the Corps of Engineers has identified the need to reduce the flood damages now being sustained along Cypress Creek on a recurring basis. The storms of 1989 have painfully underlined the need for the project. The Harris County flood control district has developed a master drainage plan to allow orderly development of the remaining drainage system and features of this master plan can enhance the level of protection that is proposed in the Corps' Cypress Creek plan.

There are few natural events more devastating than being a victim of a flood. Mr. Chairman, we ask the Members of this sub-

committee to seriously consider the plight of those residents in the Cypress Creek watershed who have suffered physically and emotionally from the ravages of floods and to also consider with foresight the safety of future development.

Mr. Chairman, this subcommittee, by appropriating $750,000 in fiscal year 1991 for the continuation of the Corps of Engineers' Cypress Creek project, will have made a substantial benefit to our community, our state and our nation. These Federal dollars spent today will save many more Federal dollars in years to come.

I would like to thank you, Mr. Chairman, and each Member of this subcommittee for allowing me to testify in support of the U.S. Army Corps of Engineers Cypress Creek flood control project.

[The statement of Mr. Green follows:]

TESTIMONY BY JAMES B. GREEN, P.E., A DIRECTOR OF THE HARRIS COUNTY FLOOD CONTROL DISTRICT, HOUSTON, HARRIS COUNTY, TEXAS BEFORE THE SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT CONCERNING THE CYPRESS CREEK FLOOD CONTROL PROJECT: MARCH 29, 1990

MR. CHAIRMAN AND MEMBERS OF THE ENERGY AND WATER DEVELOPMENT SUBCOMMITTEE, I WANT TO THANK YOU FOR ALLOWING ME TO COME BEFORE YOU TODAY TO TESTIFY IN SUPPORT OF FY '91 FUNDING FOR THE UNITED STATES ARMY CORPS OF ENGINEERS' CYPRESS CREEK FLOOD CONTROL PROJECT.

AS A DIRECTOR OF THE HARRIS COUNTY FLOOD CONTROL DISTRICT, HOUSTON, TEXAS, I RESPECTFULLY APPEAL TO YOU ON BEHALF OF HARRIS COUNTY JUDGE JON LINDSAY, AND THE HARRIS COUNTY COMMISSIONERS COURT AND THE MORE THAN TWO HUNDRED THOUSAND RESIDENTS OF THE CYPRESS CREEK WATERSHED TO LEND YOUR SUPPORT TO THE CYPRESS CREEK PROJECT BY APPROVING AN APPROPRIATION OF $ 750,000 IN FY '91 SO THAT THE CORPS OF ENGINEERS CAN PROCEED WITH PRE-CONSTRUCTION, ENGINEERING AND DESIGN WORK.

I WOULD LIKE TO THANK YOU ONCE AGAIN FOR THIS SUBCOMMITTEES APPROVAL OF $ 250,000 LAST YEAR AT APPROPRIATION FOR THIS IMPORTANT PROJECT.

MR. CHAIRMAN, WE IN HARRIS COUNTY, LIVING ON THE GULF COAST IN A SEMI-TROPICAL CLIMATE KNOW AND EXPERIENCE WEATHER ADVERSITIES. STARTING BACK IN 1935 HARRIS COUNTY EXPERIENCED A STORM AND CONSEQUENT FLOODING OF SUCH MAGNITUDE THAT TWO-THIRDS OF THE COUNTY'S 1740 SQUARE MILES WAS FLOODED. DESTRUCTION WAS WIDESPREAD. AS A RESULT OF THAT CATASTROPHIC EVENT, HARRIS COUNTY AND THE CORPS OF ENGINEERS BEGAN THE FIRST OF SEVERAL CRITICAL PROJECTS, THE BARKER AND ADDICKS RESERVOIRS. THE CORPS OF ENGINEERS ALONG WITH HARRIS COUNTY AS THE LOCAL SPONSOR HAS SINCE IMPLEMENTED MAJOR RECTIFICATION PROJECTS ON BRAYS BAYOU, WHITE OAK BAYOU,

VINCE BAYOU, LITTLE VINCE BAYOU AND CLEAR CREEK. THESE PROJECTS HAVE BEEN RESPONSIBLE FOR ELIMINATING FLOOD HAZARDS THAT WOULD , OVER THE YEARS, HAVE CAUSED MANY MILLIONS OF DOLLARS IN DAMAGES.

MR. CHAIRMAN, THE RESIDENTS OF HARRIS COUNTY OWE A GREAT DEBT OF APPRECIATION TO YOUR SUBCOMMITTEE FOR ITS PAST AND CONTINUING SUPPORT AND FUNDS FOR THE CORPS PROJECTS THAT HAVE GREATLY REDUCED THE THREAT OF FLOODING IN HARRIS COUNTY, TEXAS, THE THIRD LARGEST COUNTY IN THE COUNTRY.

MR. CHAIRMAN, THE CYPRESS CREEK WATERSHED IS LOCATED NORTHWEST OF THE CITY OF HOUSTON IN NORTHERN HARRIS AND EASTERN WALLER COUNTIES, TEXAS. OVER THE PAST TWO DECADES THE LOWER PORTION OF THE WATERSHED HAS EXPERIENCED A DRAMATIC GROWTH RATE. MORE THAN 200,000 PEOPLE RESIDE IN THIS 319 SQUARE MILE DRAINAGE AREA. THE POPULATION FACTOR HAS INCREASED MORE THAN 492 PERCENT SINCE 1970. THIS AREA DEVELOPED PRIMARILY AS AN UPPER-MIDDLE INCOME, SINGLE FAMILY, RESIDENTIAL AREA. COMMERCIAL AND RETAIL ESTABLISHMENTS HAVE DEVELOPED ALONG MAJOR THOROUGHFARE CORRIDORS AND AN INDUSTRIAL SECTOR IS NOW DEVELOPING ALONG U.S. HIGHWAY 290.

MR. CHAIRMAN, THIS URBAN WATERSHED, AS IS MOST OF HARRIS COUNTY, IS EXTREMELY FLAT. CYPRESS CREEK ITSELF FALLS ONLY 135' IN APPROXIMATELY 60 MILES. THIS IS ROUGHLY 2.25 FEET PER MILE. THE FLOOR IN THIS ROOM SLOPES MORE THAN DOES CYPRESS CREEK. THIS FLATNESS TOGETHER WITH OUR COASTAL CLIMATIC CONDITIONS OBVIOUSLY PRESENTS MAJOR DRAINAGE PROBLEMS.

IN THE PAST 25 YEARS, FOR EXAMPLE, CYPRESS CREEK HAS SEEN EXTENSIVE FLOODING IN 1968, 1973, 1979, 1983, 1985, 1987 AND THEN WE HAD 1989.

MR. CHAIRMAN, LAST YEAR WE IN HARRIS COUNTY EXPERIENCED NOT ONE BUT TWO TROPICAL STORMS AND ADDED TO THAT WE HAD ONE HURRICANE. CYPRESS CREEK WAS SEVERELY IMPACTED. EXTENSIVE FLOODING IN MAY AND JUNE CAUSED THE

FLOODING OF APPROXIMATELY 766 HOMES IN 15 SUBDIVISIONS. EACH OF THESE STORMS HAD RAINFALL AMOUNTS IN EXCESS OF 14" FOR 24 HOURS. THE DAMAGE AMOUNT WAS APPROXIMATELY $ 20,000,000.

MR. CHAIRMAN, HARRIS COUNTY PROUDLY HAS ONE OF THE MOST SOPHISTICATED FLOOD PLAIN MANAGEMENT PROGRAMS IN THE NATION ENSURING THAT EXISTING PROBLEMS ARE NOT WORSENED AND NEW PROBLEMS ARE NOT CREATED. HOWEVER, THE PROBLEMS ON CYPRESS CREEK OCCUR IN AREAS DEVELOPED PRIOR TO THE COUNTIES PARTICIPATION IN THE NATIONAL FLOOD INSURANCE PROGRAM AND THE CORRESPONDING LEVEL OF UNDERSTANDING OF THE PROBLEMS AND SOLUTIONS THAT WE HAVE TODAY.

THE CORPS OF ENGINEERS THROUGH, AN ENVIRONMENTAL IMPACT STUDY,HAS ADDRESSED THE ENVIRONMENTAL CONSIDERATIONS IN THE WATERSHED AND THE PROJECT IS DESIGNED TO PROTECT, PRESERVE, AND MAINTAIN EXISTING ENVIRONMENTAL VALUES AND TO MINIMIZE UNAVOIDABLE DAMAGES TO THE ENVIRONMENT. THE PROJECT PLAN INCORPORATES MITIGATION MEASURES TO OFFSET LOSSES TO AQUATIC AND TERRESTRIAL HABITAT AND RESOURCES FROM CONSTRUCTION. THE PROPOSED PROJECT IS IN COMPLIANCE WITH THE FISH AND WILDLIFE COORDINATION ACT, AS AMENDED.

THE PROPOSED RECREATIONAL DEVELOPMENT PLAN WILL INCREASE RECREATIONAL OPPORTUNITIES FOR THE GENERAL PUBLIC AND ENHANCE THE EXISTING CYPRESS CREEK PARKWAY SYSTEM.

MR. CHAIRMAN, CLEARLY THE CORPS OF ENGINEERS HAS IDENTIFIED THE NEED TO REDUCE THE FLOOD DAMAGES NOW BEING SUSTAINED ALONG CYPRESS CREEK ON A RECURRING BASIS. THE STORMS OF 1989 HAVE PAINFULLY UNDERLINED THE NEED FOR THE PROJECT. THE HARRIS COUNTY FLOOD CONTROL DISTRICT HAS DEVELOPED A MASTER DRAINAGE PLAN TO ALLOW ORDERLY DEVELOPMENT OF THE REMAINING DRAINAGE SYSTEM AND FEATURES OF THIS MASTER PLAN CAN ENHANCE THE LEVEL OF PROTECTION THAT IS PROPOSED IN THE CORPS' CYPRESS CREEK PLAN

THERE ARE FEW NATURAL EVENTS MORE DEVASTATING THAN BEING A VICTIM OF A FLOOD. MR. CHAIRMAN, WE ASK THE MEMBERS OF THIS SUBCOMMITTEE TO SERIOUSLY CONSIDER THE PLIGHT OF THOSE RESIDENTS IN THE CYPRESS CREEK WATERSHED WHO HAVE SUFFERED PHYSICALLY AND EMOTIONALLY FROM THE RAVAGES OF FLOODS AND TO ALSO CONSIDER WITH FORESIGHT, THE SAFETY OF FUTURE DEVELOPMENT.

MR. CHAIRMAN, THIS SUBCOMMITTEE, BY APPROPRIATING $ 750,000 IN FY '91 FOR THE CONTINUATION OF THE CORPS OF ENGINEERS' CYPRESS CREEK PROJECT, WILL HAVE MADE A SUBSTANTIAL BENEFIT TO OUR COMMUNITY, OUR STATE AND OUR NATION. THESE FEDERAL DOLLARS SPENT TODAY WILL SAVE MANY MORE FEDERAL DOLLARS IN YEARS TO COME.

I WOULD LIKE TO THANK YOU MR. CHAIRMAN, AND EACH MEMBER OF THIS SUBCOMMITTEE FOR ALLOWING ME TO TESTIFY IN SUPPORT OF THE U.S.ARMY CORPS OF ENGINEERS CYPRESS CREEK FLOOD CONTROL PROJECT.

Mr. GREEN. Also, sir, I would like to have accompany the record statements from Congressman Archer, Congressman Fields, Congressman DeLay, Congressman Laughlin, Judge Jon Lindsay and the Cypress Creek Civic Association.

Mr. BEVILL. Without objection all those statements that we receive will be made a part of the record.

[The statements follow:]

TESTIMONY BY THE HONORABLE JACK FIELDS (R.-TEXAS) BEFORE THE HOUSE SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT CONCERNING THE CYPRESS CREEK FLOOD CONTROL PROJECT: MARCH 29, 1990.

Mr. Chairman, I want to thank you and the other members of your Subcommittee for allowing me to testify today in strong support of FY '91 funding for the Cypress Creek Flood Control Project.

I would also like to express my gratitude and appreciation to this Subcommittee for appropriating $250,000 for this project in FY '90. While regrettably this money has not been allocated as yet, I am confident that we will soon convince the Office of Management and Budget that this effort is economically justified and that this project should be funded. We are working tirelessly to accomplish that goal.

Mr. Chairman, this project, which is located in my district and that of our colleagues, Bill Archer and Greg Laughlin, would provide positive flood control benefits for nearly 200,000 of our constituents.

As you know, this project was authorized by the Congress during consideration of S. 2100, the Water Resources Development Act of 1988 (Public Law 100-676).

It is the product of many years of careful study by the Corps of Engineers. As approved by the Congress, the Corps' flood control plan for the Cypress Creek watershed consists of three major elements. These are:

* A 29.4 mile channel to be constructed from the mouth of Cypress Creek upstream to U.S. 290. Work will involve widening, deepening, and straightening the existing channel, and constructing a channel about 20 feet deep and two or three feet above the existing ground. Bottom widths of the channel will vary from

about 200 feet downstream to 30 feet near U.S. 290 and top widths will vary from 150 to 300 feet. In order to accommodate the improvements, six highway bridges will be replaced, one bridge will be extended, 28 pipelines will be relocated, and 25 single-family homes will be removed;

* Fish and wildlife habitat improvements will be made to approximately 1,250 acres of Harris County parklands and private lands located along Cypress Creek in order to lessen adverse environmental effects associated with the loss of wooded areas along the Creek called for under the Corps of Engineers' plan; and

* Eleven-and-one-half miles of lighted hiking/biking trails with six-foot bridges will be developed at seven existing Harris County parks. Other facilities to be constructed include seven parking and public access areas and two canoe launching ramps.

While the Federal share of this project is $84,900,000, what we are asking you for today, Mr. Chairman, is an appropriation of $750,000 in FY '91 so that the Corps can continue necessary preconstruction, engineering, and design work.

Mr. Chairman, I must tell you that I am extremely disappointed that money for this project was not included in the President's FY '91 budget request.

This project is enthusiastically supported by all interested parties and it has been given high nationwide priority by the Army Corps of Engineers. There is no logical reason why money for this project was not requested nor is any useful purpose served by postponing essential preconstruction activity.

Upon completion, the project will provide $1.20 worth in benefits for every dollar it costs to implement the badly needed flood control and recreational improvements. In addition, it will remove 4,200 acres of land and 1,300 structures from the 100-year floodplain, it will reduce average annual flood damage by 93

percent, and it will provide just under $17 million each year in various benefits to those living on the Cypress Creek watershed. In short, this is a vital project for many Texas residents.

Mr. Chairman, the people who live along the Cypress Creek watershed have made every effort at the local level to protect their homes and businesses from the ravages of flooding. We should now do our part by helping them to accomplish what they are unable to do themselves.

While we are living in an age of severe budget constraints, the Federal Government has an inherent responsibility, which this Subcommittee has long recognized, to protect those citizens who live in constant fear of flooding. There are few things in this world more terrifying than the prospect of waking up in the middle of the night to find that your home is floating down a river of flooding water – with you still in it.

It is also important to note that the Federal Government will end up saving millions of dollars by providing this flood protection rather than to continue the endless cycle of rebuilding those communities along the Cypress Creek watershed, as we did on two occasions last year, with Federal flood insurance money.

Mr. Chairman, the Cypress Creek Flood Control Project is sound. It is an investment in our nation's future. It will save taxpayers money. It will create jobs. And, it will provide flood relief to thousands of citizens who must now suffer from the hardships of persistent flooding.

I ask the members of this Subcommittee to again join with us in helping to alleviate the concerns of our long-suffering constituents by appropriating $750,000 in FY '91 so that the work of this vital flood control project can continue during the next fiscal year. I can assure you that this money will be well spent and that the Corps of Engineers is anxious to complete this long overdue project.

28-810 0 - 90 - 45

Thank you for allowing me this opportunity to testify on behalf of the Cypress Creek Flood Control Project.

# # # # #

JF:hbw

Comments of Congressman Bill Archer (R-TX)
Subcommittee on Energy and Water Development
Committee on Appropriations
March 29, 1990

Mr. Chairman: I wish to thank you and the subcommittee for giving me this opportunity to speak to you today. I am here to urge the approval for the allocation of $750,000 in funding for the Cypress Creek Flood Control Project in Harris and Waller counties, Texas.

Harris County, which includes Houston, is the third largest county in the nation, with 2.7 million people. It is also a county which faces the constant threat to property and life from severe flooding from the numerous creeks which run through the area, especially Cypress Creek. The Harris County Commissioners Court is well aware of the danger posed by this problem and is acting now to prevent further damage to our community. With the assistance of the Army Corps of Engineers and the support of this subcommittee, three projects are ongoing to control the potentially disastrous threat of flooding at Sims Bayou, Clear Creek and Greens Bayou. But more needs to be done.

The flooding potential of the Cypress Creek watershed threatens the lives and property of 172,000 people in my district, by no means an insubstantial segment of our population. Both Harris County and neighboring Waller County have recognized the need for action and have been committed to the Cypress Creek project for many years; Harris County, in particular, has steadily acquired land along the creek in preparation for the project's completion. They are ready to

begin this important effort -- what they need now is for the authorized funding to be appropriated so that protection against highly damaging floods can be achieved.

As you know, Congress authorized funding for only sixteen projects in the Water Resources Development Act of 1988. We recognized in the passage of that act that some flood control and water resource projects should be given priority due to the potential dangers to life and property they posed. Last year, this Committee and the Congress as a whole also recognized the value of the Cypress Creek project by approving funding for pre-construction costs. Today, I ask you to continue your support for this important effort.

The potential for loss of life and property due to flooding in my district is such that the local government devotes a great deal of time and energy to finding solutions to this ever-present problem. Through a long-term commitment to the security of Harris County citizens and the protection of the County's infrastructure, they have developed plans to control every source of potentially serious flooding which has yet been identified. In three areas -- Sims Bayou, Clear Creek and Greens Bayou -- the County has entered into successful partnerships with the federal government to control flooding.

The Cypress Creek area is at least as important, if not more important, than these other projects. The lower Cypress Creek watershed is an area of increasing growth in my district, and now contains approximately 172,000 people. The frequency of overflows of Cypress Creek has increased along with the population, which in turn increases the potential magnitude of damage in the case of a truly serious flood. More

than 3,400 homes and businesses are subject to the effects of such a flood. The average yearly physical damage from flooding in these areas amounts to nearly $10 million by some estimates. Naturally, the occasion of a flood not only causes physical damage to the buildings and property of the local residents, but also accounts for losses in productivity while those affected are evacuated and, later, spend time and money in cleaning up and repairing their homes and businesses. A single occurrence of a 100-year flood, in comparison, would cause an estimated $92 million in losses -- and perhaps even the loss of life.

I use these numbers and estimates to illustrate the danger which the affected residents of my district face. More important than any statistic, in my mind, is the damage I've seen in that area of the Cypress Creek region. I remember back in October of 1984, when hundreds of homes were flooded and almost 500 people had to abandon their homes to preserve their lives. That kind of tragedy could and should be prevented. The $750,000 which is needed at this stage to implement the Cypress Creek flood prevention plan is a justifiable expense in view of the continuing damages and loss of productivity inflicted by the floodwaters -- and the earlier we begin, the better.

This project has the support of the Army Corps of Engineers and the Environmental Protection Agency. Great care has been taken to ensure that the surrounding environment is protected during the construction of the water channel. In

addition to providing protection to over 1,200 buildings -- including many residential homes -- the Cypress Creek project would markedly increase the utility of Harris County parkland available for public use.

I am convinced that the need for this project fully justifies the requested expenditure. Keeping in mind the losses which northern Harris County and eastern Waller County will continue to experience, I urge you to support this appeal and to include in the fiscal year 1991 appropriation the $750,000 in funding necessary for this phase of the Cypress Creek Project. Thank you.

STATEMENT BY CONGRESSMAN TOM DeLAY
(for the record)
MARCH 29, 1990

Mr. Chairman, I appreciate this opportunity to express my views on the Cyprus Creek Flood Control project in the Houston, Texas area. Although the Cyprus Creek Flood Control project is not directly located in my district, it is of extreme importance to the citizens of Houston. This project is expected to benefit approximately 200,000 Houston area citizens by reducing financial losses, health hazards, and the risk to human life and safety associated with flood problems. The overwhelming need for this project was emphasized last May when storms in north Harris County resulted in massive flooding and devastation.

As one of the sixteen construction projects authorized by the Water Resources Development Act of 1988, the Cypress Creek Flood Control project is the result of efforts and studies by the Corps of Engineers, the Environmental Protection Agency, and local, state, and federal governments.

As I am sure you are aware, the Subcommittee has looked favorably on this project in the past. In fiscal year 1990, the Cypress Creek project received $250,000. However, the Corps of Engineers has estimated that completion of this project will require more funds. Consequently, I support the request for an appropriation level of $750,000 for fiscal year 1991. Although this is a fairly large request, it should be remembered that the Corps also estimates expected benefits of the project to greatly exceed its costs.

Mr. Chairman, I urge the Subcommittee to seriously consider this request and to provide adequate funding in fiscal year 1991 for the Cypress Creek Flood Control project. Thank you for the opportunity to provide my remarks for the record.

Jon Lindsay
COUNTY JUDGE

March 29, 1990

TESTIMONY SUBMITTED BY JON LINDSAY, COUNTY JUDGE
HARRIS COUNTY, TEXAS

Mr. Chairman and members of the Energy and Water Development Subcommittee, I want to thank you for allowing me to present a statement in support of FY '91 funding for the United States Army Corps of Engineers' Cypress Creek Flood Control Project.

As County Judge of Harris County, Texas, I respectfully appeal to you on behalf of the Harris County Commissioners Court and the more than two hundred thousand residents of the Cypress Creek watershed to lend your support to the Cypress Creek Project by approving an appropriation of $750,000 in FY '91 so that the Corps of Engineers can proceed with pre-construction, engineering and design work.

Mr. Chairman, the Cypress Creek watershed is located northwest of the city of Houston in northern Harris and eastern Waller counties, Texas. Over the past two decades the lower portion of the watershed, which is contained entirely in Harris County has experienced a dramatic growth rate. More than 200,000 people reside in this 319 square mile drainage area. The population factor has increased more than 492 percent since 1970. This area developed primarily as an upper-middle income, single family, residential area. Commercial and retail establishments have developed along major thoroughfare corridors and an industrial sector is now developing along U.S. Highway 290.

The critical need for this project was dramatically emphasized in May of last year when torrential storms caused massive flooding and devastation. The more than 13 inches of rain exceeded that which fell during Hurricane Alicia in 1983. The substantial damage and property loss affected fifteen subdivisions and 545 homes. Clean-up and repairs had barely begun when in June another storm brought more flooding and damage. This is exactly the type of damage that the Cypress Creek project is designed to prevent.

Mr. Chairman, the residents of Harris County owe a great debt of appreciation to your subcommittee for its past and continuing support and funds for the Corps projects that have greatly reduced the threat of flooding in Harris County, Texas, the third largest county in the country.

HARRIS COUNTY ADMINISTRATION BUILDING / 1001 PRESTON SUITE 911 / HOUSTON, TEXAS 77002-1896 / (713) 221-6666 / FAX 713-221-8379

The citizens of Harris County are extremely interested in the proposed Federal project for Cypress Creek because of the seriousness of the existing problem and the potential for real benefits. The real benefits are realized with the Federal project when over 90 percent of the flood damage potential can be eliminated by removing 1,300 homes and businesses from the flood plain.

Mr. Chairman, clearly the Corps of Engineers has identified the need to reduce the flood damages now being sustained along Cypress Creek on a recurring basis. The storms of 1989 have painfully underlined the need for the project. The Harris County Flood Control District has developed a master drainage plan to allow orderly development of the remaining drainage system and features of this master plan can enhance the level of protection that is proposed in the Corps' Cypress Creek plan.

Mr. Chairman, this subcommittee, by appropriating $750,000 in FY '91 for the continuation of the Corps of Engineers' Cypress Creek Project, will have made a substantial benefit to our community, our state and our nation. These Federal dollars spent today will save many more Federal dollars in years to come.

I would like to thank you Mr. Chairman, and each member of this subcommittee for allowing me to testify on behalf of the U.S. Army Corps of Engineers Cypress Creek Flood Control Project.

CCUCA

CYPRESS CREEK UNITED CIVIC ASSOCIATIONS

Gentlemen,

March 24, 1990

My name is John T. Leslie. I am a Director of the Cypress Creek United Civic Association (CCUCA), a representative group of 160 home owner associations and housing developments along the corridor of Cypress Creek in North Harris County, Texas, and am authorized to speak for the 300,000+ residents of this rapidly growing segment of Houston, Texas.

Since the late 1960's, we have been asking for Federal support in the elimination of the unnecessary expenses to taxpayers caused by the flooding of Cypress Creek that is under the jurisdiction of the Army Corps of Engineers. As yet, we have received no federal funding of consequence.

It is a matter of record that the flooding of Cypress Creek is occurring with greater frequency as businesses and residents move to this very popular section of North Harris County. And, although there are efforts to control drainage by our county organizations, it is apparent that help of a much larger scale must be provided so that the tax base may grow and make its contribution to the state and federal economies.

As the population in this segment of Harris County continues its expansion, (it is one of the fastest growing areas in the State of Texas), the expense of flooding becomes greater, both in terms of payment for the physical loss through the Federal Insurance program and the granting of low cost loans and gratuitous gifts. In this rapidly industrializing segment of Harris County, flooding creates, in addition to the financial burden, an enormous emotional strain on homeowners and their families which, unfortunately, ultimately impacts on the owners of the businesses that are establishing their mark in the Texas and national economies.

As voters, we look to our elected officials and their support organizations to assist us in the resolution of this very serious problem. We feel that the costs of repeated flooding versus the development of a waterway that would not flood make such a project easily justifiable. In 1989, Cypress Creek flooded two times, at a cost to the taxpayers of millions of dollars. Five years earlier, the creek flooded, again at a cost to taxpayers of millions of dollars. The waterway has a history of flooding, but, it appears with the increase of housing, shopping centers and businesses, the frequency of flooding is increasing. How many times does the river have to overflow its banks to justify the implementation of a plan that protects the tax base of the city, county, state and federal governments?

And we all know that resale value/tax base of those persons who live in the flooded area but who did not flood are negatively impacted as assuredly as those who did, for all property values are lessened whenever an area is blighted by a natural disaster. The actual losses and the referred losses are more than ample justification for a program that will help all the residents of this area.

As your committee considers funding for this program, please be assured that we will want to tell the voters of your good efforts on our behalf as we meet in the Flood Control Progress Report Town Meeting, which is scheduled for April 19th in the Northwoods Presbyterian Church on FM 1960. Last year's meeting was attended by over 900 persons. This year's meeting will include dignitaries from the city, county, state and federal levels. We are hopeful that we will be able to announce at that time the approval of a plan that will eliminate this problem once and for all. Your support is needed . . . and appreciated.

Sincerely,

John T. Leslie

John T. Leslie
Director
Cypress Creek United Civic Association
Office Phone (713) 591-0915

Mr. GREEN. Thank you. I would be happy to answer any questions you might have.

Mr. MYERS. This committee is aware of these floods on a personal basis.

We have been identifying young people today and there are several in the audience. If they will come up, I will get their names in the record.

Mr. MYERS. Give us your names and ages.

Mr. RYAN HUGHES. I am Ryan Hughes. I am 10 years old.

Mr. LYNDON HUGHES. I am Lyndon Hughes from Arkansas and I am five years old. Oh, wait, today is my birthday. I am six.

Mr. BOB HUGHES. [Father] This is Brittany. She is one year old. She wants to say hi.

Mr. BEVILL. Thank you all very much. We will now recess until 2:00.

THURSDAY, MARCH 29, 1990.

ARIZONA WATER RESOURCES DEVELOPMENT

WITNESSES

HON. MORRIS K. UDALL, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF ARIZONA

HON. ROSE MOFFORD, GOVERNOR OF ARIZONA

HON. JON KYL, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF ARIZONA

HON. JOHN J. RHODES, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF ARIZONA

HON. JIM KOLBE, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF ARIZONA

WILLIAM PLUMMER, DIRECTOR, DEPARTMENT OF WATER RESOURCES

Mr. BEVILL. The committee will come to order.

We are pleased to have you appear today.

Mr. MYERS. Mr. Chairman, this chair next to me used to be occupied by one who is now in the audience, Mr. Elden Rudd, our former colleague. Do you see him there?

Mr. BEVILL. Yes. We are always pleased to have you with us, and we will be glad for you to come up and take your old seat, if you would like to.

Mr. MYERS. It is going to be available, Elden, next year, so perhaps you would like to throw your hat in the ring.

Mr. RHODES. I am not sure Mr. Kyl appreciates that suggestion, Mr. Myers.

Mr. BEVILL. The Chair will now recognize a great man.

Mr. UDALL. Thank you, Mr. Chairman.

My job today is, as usual, to present our Governor, who will make the presentation on behalf of the entire delegation.

I want to thank you and Mr. Myers for your visit to Arizona. We know that we are in your thoughts and we appreciate it very much.

Mr. MYERS. Thank you.

Mr. UDALL. It has never been the same since the early days when Congressman Bevill announced he was coming in, and we made all these preparations for months, and the night he arrived, we had a record-setting flood in the Salt River.

Mr. MYERS. You certainly have a way of putting on a show for us, I will tell you that.

Mr. BEVILL. Well, I understood. As a matter of fact, you had a speech prepared, and then the flood waters had part of the runway covered.

Mr. UDALL. The Sky Harbor Airport.

We are here to ask for the continued support for funds to construct the Central Arizona Project, and other projects in the West and Arizona specifically.

I have furnished some detailed information regarding the Corps of Engineers problems and achievements in our State. I am including also the Governor's testimony which details the full array of Arizona's request.

We deeply appreciate the conscientious men and women who comprise the subcommittee, which has so much to do with whether people in our area succeed in building in the future. So we thank you for past favors. We ask that justice be done this year, and I present you with the lovely lady who happens to be the Governor of this State.

She and I were born on June 15th, and she threatened to hire an astrologist to see what day we should come and be here.

Mr. BEVILL. Well, it has worked so far. She came the right time last time she was here. I think she became Governor a few hours after she left here on that occasion.

Well, we are pleased to have you with us, Governor, and your fine delegation. We always respect the Arizona delegation, and in know you are proud of them.

Governor MOFFORD. I certainly am.

Mr. BEVILL. Each of your prepared statements will be made a part of the record, and you may just summarize as you wish.

Mr. UDALL. Could I have a quick story time?

Mr. BEVILL. Yes, of course.

Mr. UDALL. My baseball friend in Brooklyn was with the Brooklyn Dodgers, and every year the Dodgers would blow the pennant in the last 48 hours of the season. And the banners said, "Wait until next year," Finally, the Dodgers put it together and they won the pennant on the last day.

Sometime, I hope fairly soon, we can say, "this is next year", that we are doing the job and completing it.

Thank you.

[The statement of Hon. Morris K. Udall follows:]

STATEMENT OF THE HONORABLE MORRIS K. UDALL

BEFORE THE

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
OF THE
HOUSE APPROPRIATIONS COMMITTEE

MARCH 29, 1990

MR. CHAIRMAN AND MEMBERS OF THE SUBCOMMITTEE, IT IS A PLEASURE TO COME BEFORE YOU WITH GOVERNOR MOFFORD AND MEMBERS OF THE ARIZONA DELEGATION.

MR. CHAIRMAN, LET ME SAY FIRST THAT I AM DELIGHTED THAT YOU AND THE RANKING MEMBER OF THE SUBCOMMITTEE, MR. MEYERS, RECENTLY VISITED ARIZONA.

I CERTAINLY HOPE THAT YOUR STAY WAS ENJOYABLE AND INFORMATIVE.

WITH US HERE TODAY IS A DIVERSE GROUP OF ARIZONANS WHO REPRESENT THE FULL SPECTRUM OF OUR STATE'S WATER INTERESTS.

AS IS OUR TRADITION, WE ARE UNITED IN COMMON CAUSE.

WE ARE HERE TO ASK YOUR CONTINUED SUPPORT FOR FUNDS TO CONSTRUCT THE CENTRAL ARIZONA PROJECT.

WE ARE HERE TO ASK YOUR HELP AND SUPPORT FOR A VARIETY OF OTHER WORTHY PROJECTS.

IN THE INTEREST OF BREVITY, I WILL NOT DESCRIBE THOSE OTHER PROJECTS.

INSTEAD, I REFER YOU TO THE GOVERNOR'S TESTIMONY, WHICH INCLUDES THE FULL ARRAY OF ARIZONA'S REQUESTS FOR FUNDING.

AND I WILL SUBMIT FURTHER INFORMATION FOR THE RECORD.

MR. CHAIRMAN, WE IN ARIZONA DEEPLY APPRECIATE THE CONSIDERATION WHICH YOU AND THE MEMBERS OF THIS SUBCOMMITTEE HAVE GIVEN AND CONTINUE TO GIVE TO OUR REQUESTS.

WITH MY THANKS, LET ME NOW INTRODUCE THE HONORABLE ROSE MOFFORD.

Mr. BEVILL. You have all done a great job, obviously, and this has been a tremendous project. John Myers and I, and all of us, take a great deal of pride in being able to help.

Governor, we will hear from you.

Governor MOFFORD. Thank you very much.

One thing Mo Udall forgot to tell you is that we are both the same age and I have been in government for 50 years and I started when I was four.

I certainly appreciate this opportunity to appear before you once again to urge support of the appropriation for water resource projects which affect the Great State of Arizona. My comments to you will be brief. I have, however, already prepared a more detailed, written testimony, and it has been submitted for your consideration.

I am gratified that I am able to once again give testimony concerning Arizona's water needs. Responsible water conservation and management are a vital part of the existence of our State. Over the past several decades, we have taken this responsibility seriously and added in a comprehensive groundwater management code.

I have also asked the legislature to enact measures that will also enhance our stringent water conservation laws. Arizona's communities are continuing to contribute on their own to the efficient and effective use of our water. They are continuing to plan and construct facilities that will enable them to use water that is supplied by the Central Arizona Project.

These cities have already expended or committed more than $200 million for new treatment plants and related distribution systems. Agriculture users have also expended substantial funds and made commitments to use CAP water.

Over 700 miles of distribution systems and pipelines have been completed on a cost-sharing program of the proclamation. However, as you all know, conservation alone will not bring enough water to the State. That is the large part of a barren, dessert land.

It is for that reason that our efforts continue to be directed to the completion of the Central Arizona Project, including dam safety features on the Salt and Verde and Aqua Fria Rivers.

The major feature of this project is the aqueduct, which when complete will run between Lake Havasu and Tucson, Arizona. Of the p[illegible] 336 miles of this aqueduct system, there are always 269 miles [illegible]at are operational, and 34 miles are currently under construction. Construction of the final five miles, the aqueduct, will begin this year.

Delivery of the water to Tucson will substantially reduce groundwater pumping. It will also preclude potential Federal penalties which would be incurred by nondelivery of water to the San Xavier and Tohono O'Odham reservations.

In addition, we must continue the work done under plan 6. The projects designated by this plan preclude the construction of the New Waddell Dam and Aqua Fria River, which is nearing the halfway point in its construction. Progress continues to be made on the safety of the dams, the dam modifications and the six dams on the Salt and Verde Rivers. These structures contain the reservoirs which provide the surface water supply for the Phoenix metropolitan area.

We must also satisfy Federal obligations detailed in the Indian Water Right Settlements and guarantee the delivery of water to the Indian lands. A portion of the funds provided to the Central Arizona Project would provide new delivery facilities and ensure that delivery.

I strongly urge you to approve the recommendations of the President for the appropriation of $182.3 million to the Central Arizona Project. It is essential that all features of this project be completed in a timely manner if we are to assure a balance between supply and demand and alleviate our dependence on water.

This year I would once again like to request your continued support for some other water-related projects. My written testimony offers more detail concerning them, but let me touch them briefly in my oral testimony. We urge you to support the President's requested appropriations for the Bureau of Reclamation Colorado River Water Quality Improvement Program, various flood control projects throughout the State, and the groundwater charge demonstration project at the Rillito site in Tucson.

In conclusion, Mr. Chairman, I would like to state that the testimony that I have given you today represents a consensus of many of those interested in water resources development in Arizona, including Central Arizona Water Conservation District.

I would also like to submit for the record a statement of Southern Arizona Water Resources Association, as well as a statement from the Metropolitan Water District of Southern California, both in support of funding of the Central Arizona Project. These have been submitted.

I would once again like to thank the committee for the opportunity to bring you our concerns, our concerns to your attention, and ask for your continuing support for the water resources development projects in Arizona.

Thank you very much.

[The statements of Governor Mofford, the Metropolitan Water District of Southern California and the Southern Arizona Water Resources Association follow:]

Energy and Water Development Subcommittee

Committtees on Appropriations

March 29, 1990

ARIZONA WATER RESOURCES DEVELOPMENT

Witness:

Governor Rose Mofford of Arizona

accompanied by William Plummer, Director, Department of Water Resources

Statement for the record in support of funding for the Central Arizona Project:

Metropolitan Water District of Southern California

STATEMENT OF
THE
STATE OF ARIZONA

TO THE
HOUSE COMMITTEE ON APPROPRIATIONS
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

PRESENTED BY

GOVERNOR ROSE MOFFORD
STATE OF ARIZONA
MARCH 29, 1990

IN SUPPORT OF THE APPROPRIATIONS

FOR

BUREAU OF RECLAMATION FOR THE CENTRAL ARIZONA PROJECT
INCLUDING SAFETY OF DAMS FEATURES AND DISTRIBUTION SYSTEMS,
COLORADO RIVER WATER QUALITY IMPROVEMENT PROGRAM,
THE ATMOSPHERIC RESOURCES RESEARCH PROGRAM,
AND GROUNDWATER DEMONSTRATION PROJECTS

AND FOR

CORPS OF ENGINEERS FLOOD CONTROL PROJECTS IN ARIZONA

I. INTRODUCTION

Mr. Chairman and members of the committee, I want to thank you for the opportunity to make this statement on behalf of the people of the State of Arizona.; We appear before you once again in support of funding for the various water-related projects in our State.

There are several projects and programs for which we are asking your support: the Central Arizona Project, including safety of dam features and distribution systems; the Colorado River salinity control program; groundwater recharge and weather modification programs and various Corps of Engineers flood control projects.

II. CENTRAL ARIZONA PROJECT

o Introduction

At the top of our list of priorities is the Central Arizona Project which was authorized in 1968 by the Colorado River Basin Project Act. It seeks to provide a facility for Arizona to divert its unused entitlement of Colorado River water to water deficient areas of the State. Since construction began, it has become even more apparent that the completion of the project is essential to Arizona's management of its limited water resources and to the achievement of its goal to reduce its dependence on a diminishing supply of groundwater.

Arizona is firmly committed to the requirement that Central Arizona Project water will be put to uses commensurate with conservation practices and consistent with the intent of the Colorado River Basin Project Act. In 1980 the State passed a comprehensive groundwater management law aimed at assuring a balance between supply and demand in most of the CAP service area by the year 2025. I cannot over emphasize the point that if we are to achieve this goal it is essential that all features of the project be completed in a timely manner.

Arizona appreciates the fact that consistent levels of Congressional appropriations have allowed the Bureau of Reclamation to maintain the construction schedule of the Central Arizona Project. There has been excellent and steady progress since construction of the project began in 1973. Last year was no exception. This year and fiscal year 91 will be the peak years for expenditures on the project. Over $500 million in construction activity is scheduled for these two years.

For fiscal year 1991, the President has recommended an appropriation of $182.3 million for the Central Arizona Project. I strongly urge your approval of this recommendation.

o **Central Arizona Project**

The backbone of the Central Arizona Project is the aqueduct which when completed will extend about 336 miles from Lake Havasu on the Colorado River to the south boundary of the San Xavier Indian Reservation near Tucson.

Its attendant pumping stations and distribution systems will allow deliveries to municipal, industrial, and agricultural customers, and to Indian reservations throughout Central and Southern Arizona.

Of the 336 miles of aqueduct system, 296 miles are operational and 34 miles are currently under construction. Construction of the final 5 miles of aqueduct will begin this year. Initial deliveries of test water to the City of Tucson will be made later this year. However, it will be early 1991 before the City will put CAP water to use.

Since 1985, more that 1.6 million acre-feet of Colorado River water have been diverted from Lake Havasu to Central Arizona. Last year water was delivered to eight cities, twelve agricultural districts and one Indian community. Most of this water has been delivered to agriculture and replaces groundwater pumping, allowing the project to fulfill one of its primary goals, which is to reduce the State's groundwater overuse.

The main stem aqueduct construction to Tucson must continue to be a priority for two reasons. First and most obvious, the water delivery to the Tucson area users will substantially reduce groundwater pumping in the largest city in the Nation totally dependent on groundwater.

Second, the Southern Arizona Water Rights Settlement Act of 1982 committed the delivery of water to the San Xavier Reservation and Schuk Toak District of the Tohono O'Odham Nation by 1992. Delay beyond this date will impose serious financial penalties on the federal government.

There have been other returns in addition to the obvious benefits realized from reducing groundwater pumping in Central Arizona. As an example, through an agreement reached among the Gila River Indian Community, the San Carlos Apache Indian Community and the San Carlos Irrigation Project (SCIP), the Bureau of Reclamation was able to construct a canal interconnecting the CAP and the SCIP systems with funding provided under the CAP's Indian Distribution System authority, CAP water will be purchased to replace water that the Gila River Indians are entitled to receive from San Carlos Reservoir. Because of the drought conditions on the Gila River these CAP deliveries allowed a minimum pool to be maintained at San Carlos Reservoir, thus preventing a large scale fish kill in the lake.

Arizona cities and agricultural districts are continuing to plan and construct facilities which will enable them to use CAP water. New treatment plants have come on line for the cities of Glendale, Mesa, Phoenix and Scottsdale. These cities have already expended or committed more than $200 million for these new plants and related distribution systems.

The City of Tucson continues construction of a $70 million water treatment plant and $170 million worth of modifications to their distribution system in preparation for the arrival of CAP supplies in 1991.

o **Distribution Systems for Non-Indian Agricultural Subcontractors**

Distribution systems for non-Indian agricultural subcontractors are also an element of the Central Arizona Project. These systems assure the planned use of project water. Agricultural subcontractors for project water have already completed over 700 miles of distribution system pipelines and canals.

The various irrigation districts have assumed substantial risk by issuing over $75 million of general obligation bonds in order to provide up-front financing and cost-sharing of these distribution systems.

In addition to the $182.3 million, the budget presented by the President also requests $2.0 million for continued construction of non-Indian distribution systems in fiscal year 1991. Appropriation of these funds will move towards completion of various irrigation distribution systems of irrigation districts in Maricopa and Pinal counties. I urge your approval of these requested funds to assure completion of this portion of the project.

o **Distribution Facilities for the Indian Reservations**

Continued construction of distribution facilities for the Indian reservations is a component of the Central Arizona Project that must also be emphasized.

Funding of Indian distribution facilities is important not only to provide delivery of water to the Indian lands, but also to satisfy federal obligations in Indian water rights settlements. A total of $15.1 million of the recommended $182.3 million is for these purposes.

The Salt River Pima-Maricopa Indian community has recently concluded a water rights settlement agreement with the State of Arizona, the Salt River Project, the Cities of Phoenix, Glendale, Scottsdale, Mesa, Tempe and the Town of Gilbert, as well as the Roosevelt Irrigation District, the Roosevelt Water Conservation District and the Central Arizona Water Conservation District. The United States Government ratified and confirmed this agreement with P.L. 100-512; the Salt River Pima-Maricopa Indian Community Water Rights Settlement Act of 1988.

The Settlement Act provides that $10 million of the funds requested is to be appropriated under authority of the Colorado River Basin Project Act for the construction of new delivery facilities for Central Arizona Project water to Salt River Indian community lands.

The President's fiscal year 1991 budget recommends the remaining $5.1 million of the total $15.1 million request be used to initiate construction of these facilities. Arizona supports his recommendation.

In addition to the funding recommendation for the Indian portion of the CAP, $11.2 million was recommended for the Bureau of Reclamation to construct distribution systems on the Tohono O'Odham Reservation. This $11.2 million is an increase in the original authority provided in the Southern Arizona Water Rights Settlement Act of 1982. I urge your support of these appropriations to fulfill the obligation for the Federal Government pursuant to the Settlement Act.

o **Plan 6**

Arizona is again requesting your continued support for an appropriation for what is commonly known as Plan 6. Plan 6 is the regulatory storage division of the Central Arizona Project and includes the authorized safety of dams modifications on the Salt and Verde River reservoirs. Projects included in this plan are the New Waddell Dam on the Agua Fria River, enlargement of the Roosevelt Dam of the Salt River, and safety of dams modifications of existing Horseshoe, Bartlett, and Stewart Mountain Dams on the Verde and Salt Rivers.

I am also pleased to report that progress continues to be made on the safety of dams modifications at the six dams on the Salt and Verde Rivers. These structures contain the reservoirs which provide the surface water supply for the Phoenix metropolitan area.

You may recall from our previous testimony and your visits to Arizona that these dams sustained substantial damage during three floods in 1978, 1979 and 1980. Phoenix residents suffered more than $100 million in damages to real and personal property during those floods.

Fortunately, those floods prompted a thorough review of federal dams in Arizona that concluded, among other things, that although the dams met safety standards at the time they were built some 50 and 75 years ago, they do not meet current state-of-the-art criteria.

Without necessary upgrades, the safety and security of the 1.8 million or so residents of the Phoenix area would be threatened in the case of the maximum probably flood. That is, the worst possible flood which experts predict could occur - more than four times as large as the one experienced in 1980.

The President's budget this year requests $3.3 million for Stewart Mountain Dam on the Salt River, $14.2 million for Theodore Roosevelt Dam on the Salt River, $2.5 million for pre-construction planning at Bartlett Dam on the Verde River and $800.000 for pre-construction planning at Horseshoe Dam on the Verde.

These amounts will be sufficient to keep these very important projects on schedule.

Construction at New Waddell Dam, the project's regulatory component, is nearing a half way point. The safety of dams modifications to Stewart Mountain are nearly complete while the modification of Roosevelt Dam is just beginning.

Plan 6 also provides flood control, regulatory storage, conservation, safety of dams and recreational benefits to the project users and the public in general.

Arizona has taken on substantial financial responsibilities to support Plan 6 water related projects in the State.

In 1986, several Arizona entities entered into a historical cost-sharing agreement with the Secretary of the Interior to assure financial support of Plan 6 of the Central Arizona Project. This agreement provides that Arizona will advance funds towards the completion of Plan 6 facilities.

As of January 1, 1990, over $130 million in non-federal funds have been expended toward the construction of Plan 6 facilities. With the President's recommendation of $113 million for Plan 6 CAP features and $21.1 million for safety of dams features the Federal Government continues to fulfill its obligation under the cost-sharing agreement by appropriating sufficient funds to complete the remaining Plan 6 facilities.

As a result of the June 1987 agreement between the Arizona Congressional delegation and the National Coalition to Stop Cliff Dam, Plan 6 was modified to exclude Cliff Dam.

The 1987 agreement, however, recognized the need to identify appropriate flood control solutions on the Salt and Verde Rivers and to find a water supply as a replacement for the one which would have been developed by Cliff Dam. The Bureau of Reclamation has recently terminated further study for flood control on the Verde River because no flood measures within the Bureau of Reclamations CAP authority are economically justified.

Furthermore, reasonably priced replacement water for the supplies lost by excluding Cliff Dam has not yet been identified. The State of Arizona is discouraged by these events.

In addition to the Safety of Dams work associated with Plan 6, the Bureau of Reclamation is also modifying Coolidge Dam on the Gila River. Arizona is pleased to see the President has recommended $5.1 million dollars to continue the pre-construction activities at Coolidge Dam as this dam has been identified as a top priority among those in the United States needing repairs.

o **Corps of Engineer Projects**

I would now like to address the matter of the Corps of Engineers projects in Arizona. Arizona is pleased that the Corps is continuing with planning and construction on the various projects in Maricopa County and is requesting authorization in the Water Resource Development Act of 1990 for projects at Nogales and Clifton.

I request your support of these authorizations. When these projects are authorized, Arizona requests the appropriation of funds consistent with the Corps capability to construct project features in a timely manner. We also ask for the appropriation of funds for the currently authorized Holbrook Dike and Levee Project.

I am encouraged to see that the Corps of Engineers is providing funds for two reconnaissance level studies, one for the Gila River Indian Community and one with the City of Tucson. Arizona supports continuing funding of these studies, as well as requesting funding for Central Maricopa and Hassayampa River reconnaissance level studies and a feasibility study of the Lower Santa Cruz River in Pinal County.

I want to thank you for the funds you provided in Fiscal Year 1990 to continue the design work on the flood control project along the Rillito River in Tucson. The President's Fiscal Year 1991 budget recommends $610 thousand, which should nearly complete the design work. I strongly support continued funding of this vitally needed flood control project.

I am also encouraged with many of the other efforts being made by the Corps of Engineers in Arizona. These include several promising Section 205 projects including Tangue Verde and Bisbee, Section 206 studies in Pinal County, Section 22 work on water supply and the continuing support of floodplain management activities. I would like to request the funding necessary to continue these activities.

III. COLORADO RIVER WATER QUALITY IMPROVEMENT PROGRAM

I would also like to take this opportunity to discuss the Bureau of Reclamation's Colorado River Water Quality Improvement Program.

When the Central Arizona Project becomes fully operational, use of Colorado River water in Arizona will represent over 60 percent of the state's average long term renewable water supply. Arizona is very concerned about the salinity level of this essential supply.

President Bush's budget includes $23.8 million for construction and planning of facilities under the Bureau of Reclamation's program.

This is a sizeable increase over this year's appropriation. I recognize that in time of budget constraints this is a significant commitment on the part of the President and that an attempt is being made to maintain the salinity of the Colorado River at or below the adopted and approved standards.

I urge you to fund this program at the level recommended in the President's budget for fiscal year 1991. For more details on individual projects, I refer you to a detailed statement which has been provided to your committee by Jack A. Barnett, Executive Director of the Colorado River Basin Salinity Control Forum.

Regarding another area of salinity concern, I am pleased to see the President continues to include in his budget funding for the Yuma Desalting Project. The $14.3 million will allow for the construction of the plant to move ahead on a timely basis.

IV. WEATHER MODIFICATION

Turning to another issue important to Arizona, I want to emphasize our optimism over results of the investigations into weather modification conducted recently on the Mogollon Rim in Central Arizona.

Arizona believes it can augment its limited water supplies through a long term program of cloud seeding. Working with the Bureau of Reclamation, through cost-sharing arrangements, it has developed a research program which is now underway.

The results of this program will not only help Arizona in water management efforts, but may also extend the techniques to the Colorado River basin where substantial benefits will be realized by all water users in the basin and by the federal government.

The President's recommended budget contains no funding for the Bureau of Reclamation's Atmospheric Water Resource Management Program for FY 1991. A number of western states have indicated a willingness to participate in weather modification programs and, in aggregate, to provide matching funds of $3.2 million for such efforts.

Therefore, I ask that you restore the Atmospheric Water Management Program, and appropriate $3.2 million to the Bureau of Reclamation so that this important program can continue.

o Groundwater Recharge

Groundwater Recharge is a program which promises to help Arizona manage its limited water resources as well as its groundwater overdraft.

One recharge site, the Rillito site in Tucson, has been selected by the Bureau of Reclamation as a demonstration project under the High Plains States Ground Water Demonstration Project Act of 1983.

The President's budget recommends $4.8 million for the High Plains States Program. Of this total, $166,300 is identified for work at the Rillito site. I support this project and urge your support.

V. CONCLUSION

In summary, I urge your continued support of funding for water related projects in Arizona. The Central Arizona Project with related safety of dams and distribution system needs for both Indians and non-Indians, is at the top of the Bureau of Reclamation's list with a total request of $205.3 million.

Other projects and programs I have mentioned (Colorado River Salinity Control, weather modification, groundwater recharge and flood control) are also of great importance to Arizona. It is vital that these joint efforts with the federal government be continued.

I would like to add that my statement before you today is a joint effort of many of those interested in water resource development in Arizona, including the Central Arizona Water Conservation District.

Mr. Chairman, I thank you and the committee for your continuing support.

3/23/90

TESTIMONY OF THE
METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA
ON APPROPRIATIONS FOR THE
SUBCOMMITTEE ON ENERGY AND WATER
COMMITTEE ON APPROPRIATIONS
MARCH 29, 1990

The Metropolitan Water District of Southern California wishes to advise your Committee that it supports this year's appropriations for the Central Arizona Project. As the Project moves into its concluding phase, the realization of its benefits depend greatly on adequate funding so that construction continues on schedule.

Metropolitan has been supportive of the Project since passage of its authorizing legislation in 1968. At that time, benefits for the entire Colorado River Basin were developed and the needs of central Arizona were recognized. Today, along with other parts of the West, the Pacific Southwest in expecting its fourth year of drought dramatizing the urgency of completion of the Project.

Anticipated completion of the Project is also enabling Arizona to resolve many long standing issues of Indian water rights, permitting creative solutions that are beneficial to both tribal groups and non Indian interests. Your Committee's thoughtful consideration of the needs of Arizona will have widespread benefits.

southern
arizona
water
resources
association

SAWARA

March 29, 1990

Statement of Southern Arizona Water Resources Association
to the House Committee on Appropriation Subcommittee
on Energy and Water Development

The Southern Arizona Water Resources Association would like to take this opportunity to thank you for your ongoing and generous support of the Central Arizona Project. Because of your consistent attention steady progress has been made toward completion and the Central Arizona Project will deliver water to Tucson next year.

This progress is particularly gratifying of those of us in Tucson at the "end of the pipe" because it has been a long and expensive project. It is a fully appreciated that our major cities now have a renewable dependable water supply.

We come before you again this year to seek an appropriation of $182.3 million for fiscal year 1991. That is the recommendation in the President's budget and we strongly recommend approval of this amount to continue the fine progress on this much needed water system. This year marks the peak year of construction activity and appropriations will taper off after this year. The next major issue for funding in the Tucson area is terminal storage in the 1992-93 budget.

Tucson is conscious of its need to practice water conservation and has done so providing a worthy model for other communities. Tucson is also preparing to utilize CAP almost entirely for its drinking water system so that the overdrafting of well water can cease and a resource balance can be achieved.

The Southern Arizona Water Resources Association supports the entire Central Arizona Project with its distribution system both Indian and non-Indian and Plan Six with its regulatory features. The project works together as a whole to serve all of Arizona. The water resources brought by the CAP become the central lifeline for Arizona's future and we are not unaware how important each year's appropriation is to us in Tucson.

Your continued support in this 1991 budget is essential in bringing that water to Tucson.

B.P. Cardon, President

Marybeth Carlile, Executive Director

SUITE 106
48 N. TUCSON BLVD.
TUCSON, ARIZ. 85716
881-3939

mbc.3

Mr. BEVILL. Very good.

Chairman Udall, who is next?

Mr. UDALL. Mr. Kyl.

Mr. KYL. Thank you, Mr. Chairman.

I would simply like to echo the comments of Governor Mofford, and add one word about a small project in my district, a levee at Holbrook, Arizona, received authorization in 1986, and funding ensued.

Last year no funds were requested because of some engineering changes and no need for funding. The project is back on track now, it is an add-on, and would like to bring to your attention orally and request support for that add-on.

Mr. MYERS. No budget request?

Mr. KYL. It is requested as an add-on.

[The statement of Hon. Jon Kyl follows:]

REMARKS OF
THE HONORABLE JON KYL

BEFORE THE
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
HOUSE APPROPRIATIONS COMMITTEE

MARCH 29, 1990

MR. CHAIRMAN, it is a privilege to appear before you again this year with Governor Mofford and the other members of the Arizona delegation to testify in support of the Central Arizona Project (CAP).

As a result of your leadership, Mr. Chairman, and the long-standing support of this Subcommittee, almost 300 miles of the CAP aqueduct have now been completed and are in operation, delivering about 1.6 million acre feet of Colorado River water to central and southern Arizona as of January 1st. The CAP has already helped reduce dependence on groundwater supplies, one of the state's highest goals. Only about 5 miles of the system have not yet come under construction, but the work is on schedule and is expected to be completed by late 1991.

Work on the Plan 6 component of the Project is also on track. The construction of New Waddell Dam is nearing the halfway mark; safety work on Stewart Mountain Dam will be completed by this summer; and work on Roosevelt Dam has begun.

The Administration's request of $198.466 million in FY91 for the CAP is essential to adhering to the timetable for completion, and, therefore, I urge your support. I also urge support for Safety of Dams funding requested by the Administration in the amount of $3.394 million for Stewart Mountain Dam; $2.55 million for Bartlett Dam; and $850,000 for Horseshoe Dam.

Mr. Chairman, I would further point out that the President's CAP request includes $5.1 million to be used for the construction of facilities for the delivery of water to the Salt River Pima-Maricopa Indian Community in compliance with the federal government's commitment under the Community's Water Rights Settlement Act, P.L. 100-512. The Energy and Water Development Subcommittee recommended appropriations of $3.1 million for this purpose last year; the balance is expected to be requested by the Administration next year.

The water rights settlement was the result of years of negotiations between the Indian Community, its non-Indian neighbors in Arizona, and the federal government. The requested funding will help fulfill the federal government's part of the bargain. Non-federal entities will do their part, too. They have pledged $126 million -- in water and cash -- toward the settlement.

Mr. Chairman, if I could also take a moment to comment on a project unrelated to the CAP, but for which this Subcommittee has provided funding in the past: the proposed levee to protect the City of Holbrook, Arizona, from flooding on the Little Colorado River.

The project, which was authorized by the Water Resources Development Act of 1986, will provide flood protection to an estimated 696 residences and 205 commercial, industrial and public establishments in the City of Holbrook.

It includes raising and extending the existing Army Corps of Engineers levee, construction of a new south levee, relocation of dwellings, acquisition of ponding areas, flood plain management, and mitigation.

The Subcommittee had recommended appropriations for the Corps of Engineers to carry out preconstruction, engineering and design activities for this project in both FY88 and FY89. No request for funding was made for the project last year because the project was fully funded in FY89 for PED. Because of more detailed design requirements, the request for funding was not ready at the time the President submitted his budget this year.

The Corps has now indicated that the project is back on track and that $900,000 is needed to complete the general design memorandum in FY91. I respectfully request the Subcommittee's support for this add-on.

Finally, I wanted to comment on a subject unrelated to the CAP, but one within the purview of this Subcommittee, specifically Reach 4 of the Arizona Canal Diversion Channel (ACDC) which was authorized by P.L. 89-298 in 1965. The Corps of Engineers has requested $34.3 million for the Phoenix, Arizona, and Vicinity project, including construction of Reach 4 of the ACDC.

Legal and authorization questions raised about the project have been resolved to my satisfaction, and I would be glad to answer any questions the Subcommittee might have about my review of the project to ensure confidence as the project moves forward.

I would also ask that letters from the Mayor, Vice Mayor and City Manager of Phoenix be included in the record. The City strongly supports the project.

Thank you for your consideration. I look forward to working with you and your staff on these issues. I would be pleased to respond to any questions you might have.

City of Phoenix

March 19, 1990

Congressman Jon Kyl
313 Cannon
House Office Building
Washington, D.C. 20515

Dear Congressman Kyl:

Thank you for the hospitality that was extended to our City Council while we were attending the National League of Cities conference in Washington, D.C. the week of March 5.

This letter transmits additional reports that substantiate the need for Reach 4 of the Arizona Canal Diversion Channel (ACDC). Please find enclosed copies of the ACDC Task Force's final reports, both the majority and minority reports. In addition, I am providing copies of the the (1) CRS Sirrine Report on tunnel studies, (2) the SEA Cudia City Wash Drainage Study, and (3) the Cudia City Wash Flood Hydrology Study done by Dr. George V. Sabol.

Reach 4 of the ACDC has been thoroughly studied and restudied and the bottom line remains the same, and that is the project must be built to intercept the potentially disastrous Cudia City Wash. All of the studies agree that flows on the order of 7,000 cubic feet of water per second would spill over the Arizona Canal and flood the homes of thousands of residents. In addition, many commercial buildings along Camelback Road have been built in the last 5 to 10 years, with 3 and 4 levels of underground parking. One can only shudder at the thought of another rainfall event like we experienced in 1972.

The option of covering the channel has always been a betterment that should be financed by the requesting entity. Should there be an exception made to this payment policy by the Corps of Engineers or the Flood Control District, then the citizens of Phoenix would expect and deserve equal treatment.

A tunnel alternative is prohibitive. I direct you to the following quote from a report done for the Town of Paradise Valley - dated February 20, 1990 - by Camp, Dresser, and McKee, Inc., and I quote: "A tunnel concept for the ACDC is not viable. The tunnel could increase potential liability, increase operation and maintenance complexity and cost, cause potential storm water effluent quality problems and inhibit

competitive bidding. In addition, the costs of tunneling are about 50% greater than open cut." This is the most recent study on the subject and was performed for the Town of Paradise Valley by CDM, Inc., at a cost of $10,000, per Resolution No. 625.

The same opponents that want to add either expensive channel covers or tunnels to the project, thus increasing the costs, then argue that the benefit-to-cost ratio does not meet acceptable criteria. The use of the 3.25% federal discount rate versus the more recent 8.87% was thoroughly studied by the ACDC Task Force Committee. Their conclusion was that Reach 4 is an extension of the original project and, thus, the 3.25% discount rate should be used to determine the ratio. I concur with the Task Force.

The methods currently being used to enhance the aesthetics of the channel in Phoenix have proven to be quite adequate. The visual barrier walls are attractive and the Corps of Engineers has been very receptive to our citizens regarding modifications to the landscaping plans. The Flood Control District is performing an excellent maintenance program and the adjacent property owners have been complimentary and appreciative of the effort. Sunnyslope High School principal, Marian Lohman, is quoted in the March 16, 1990, Republic/Gazette: "It will be an inconvenience for a few months, but they (city and federal officials) have been great to work with."

In summary, I am totally satisfied that this project has been more than adequately studied and restudied. Any additional studies will only yield the same results. The need is there, an open channel is the most economical solution and any request for a cover or tunnel should be accompanied by payment from the requesting entity.

Again, I want to thank you for the hospitality we were shown while in Washington, D.C., and I want to express my appreciation for all the time and effort you have dedicated to this important project.

Sincerely,

Paul Johnson
MAYOR

Enclosures

29371

City of Phoenix

March 16, 1990

Congressman Jon Kyl
313 Cannon House Office Building
Washington, D.C. 20515

Dear Congressman Kyl:

Attached is a copy of the letter you have already received from the Phoenix City Manager. The City Council has approved the ACDC/Reach 4 project. We would all prefer that the entire channel be covered. To do so however, the project becomes economically unfeasible and leaves us without the needed flood protection. We have therefore opted for an open channel with aesthetic treatments that help to mitigate the visual impact.

If Paradise Valley would like to provide the funds to improve the appearance of Reach 4 and/or change the design in such a way that flood control is still provided to the citizens of Phoenix, we would certainly be willing to work with them.

Thank you for your interest in Reach 4. We look forward to hearing from you on this topic.

Sincerely,

Paul Johnson
Mayor

Linda Nadolski
Vice Mayor

mlg
Attachment

City of Phoenix
OFFICE OF THE CITY MANAGER

March 1, 1990

Congressman Jon Kyl
313 Cannon House Office Building
Washington, D.C. 20515

Dear Congressman Kyl:

I would like to take this opportunity to express my support of the Arizona Canal Diversion Channel (ACDC) and specifically Reach 4 of this much needed flood control project. As you know, the Phoenix City Council unanimously approved Reach 4 on July 23, 1987, as did the Town of Paradise Valley on November 14, 1985, (Resolution 488). Our City Council took this action after extensive public review and discussion.

The City of Phoenix supports construction of Reach 4, especially the portion adjacent to both the Town of Paradise Valley and the City of Phoenix from 32nd Street east to its terminus at the Cudia City Wash. As you know, when this wash overflows the Arizona Canal the result is flood damaged homes for many of our residents. The ACDC will provide a drainage structure capable [redacted] intercepting the runoff generated from the watershed of the Cudia City Wash which lies largely outside our city north of the wash.

The Corps of Engineers (COE) and the Flood Control District of Maricopa County (FCDMC) have always been willing to cover the channel at an additional cost to the requesting entity. The City of Phoenix explored the concept of covering several nodes at major street crossings to screen the channel, but due to the cost, opted not to do so.

Instead, we elected to increase the landscaping density as well as the size of the plantings. This approach has been very effective in enhancing the aesthetics of the project. In addition, the COE and FCDMC have erected visual barrier fences to screen adjacent residential property owners from the channel. We have found the COE and the FCDMC to be very cooperative and highly responsive to our concerns.

I appreciate the effort you have made to thoroughly study this project and I can also empathize with the pressure you are under from the opposing faction to cover their portion of the channel. My primary concern is that we provide maximum flood protection for the citizens of this area and explore other less expensive aesthetic treatments for the channel.

Thank you for the concern and enthusiasm you have given this project during your tenure.

Sincerely,

Marvin A. Andrews
City Manager

22291

Mr. UDALL. That is our presentation.

I am sorry. Mr. Rhodes?

Mr. RHODES. Just briefly, Mr. Chairman. First of all, I would like to recall that flood. Chairman Udall did mention that there were those who blamed it on you and those who blamed it on the Almighty, and then there were those who questioned whether there was any difference.

Mr. BEVILL. I used to talk to your dad, but he was the only one who didn't show up at the meeting.

Mr. RHODES. He was on the wrong side of the river, Mr. Chairman.

I certainly join with the Governor's request, and I will submit a statement in writing.

I just want to bring a couple of things to the subcommittee's attention. I have, in both of my previous appearances here, mentioned to you my interest in water supply augmentation, and I have found an ally in Commissioner Dennis Underwood. I have attached to my statement an exchange of letters between the two of us about the water augmentation situation. He is going to be holding a conference on that subject next fall, and it is my hope that he will include a request in the fiscal year 1992 budget for that so we can more formally deal this issue.

The only other thing I would like to mention is, of course, my support for the Corps of Engineers' funding request in the State, and also there is a request from the Maricopa County Flood Control District for two reconnaissance studies. Both of these are supported by the Corps of Engineers, and I would certainly hope that they likewise could receive your favorable consideration. And I would submit a statement for the record.

Thank you, Mr. Chairman.

[The statement of Hon. John J. Rhodes, III follows:]

TESTIMONY
of
THE HONORABLE JOHN J. RHODES, III
First District - Arizona

Before the
Subcommittee on Energy and Water Development
House Committee on Appropriations

Regarding
Arizona Bureau of Reclamation and Corps of Engineers
Project Funding for Fiscal 1991

March 29, 1990

MR. CHAIRMAN, members of the subcommittee, thank you for letting us appear before you again in support of funding for Bureau of Reclamation and Corps of Engineers water development and flood control projects in Arizona.

The Administration continues to support timely completion of nearly finished projects, such as the Central Arizona Project (CAP). The Administration's $182 million recommendation for Fiscal 1991 properly funds the project's primary aqueduct system and construction of New Waddell Dam. This continues the federal commitment made under the Plan 6 cost-sharing agreement. The Administration requests will substantially complete the 335 mile long aqueduct to Tucson and the associated pumping plants. We appreciate this continued support from the Administration, and request that the committee support these recommendations.

In addition, funds are requested for a total of $26 million for Safety of Dams structural modifications at Coolidge Dam, and Roosevelt Dam, along with other Safety of Dams work at Stewart Mountain, Bartlett, and Horseshoe Dams. Additional funds are sought for Reclamation's portion of various Indian water right settlements, all of which we support.

Mr. Chairman, you had an opportunity to visit Southern Arizona last month. You may have been made aware of the growing drought problems in Arizona, as well as other parts of the Southwest and West. After a fairly sustained period of above normal runoffs during most of the 1980's, the situation has changed considerably over the last two years. During that period, runoff on the Colorado, Salt and Verde Rivers and their tributaries has run about 60% of normal. As a result, the reservoir system is far below capacity. Completion of the CAP and especially New Waddell Dam will certainly help in the future,

as Arizona begins to make full use of the 1.5 million acre foot capacity of the aqueduct system. That in turn will help reduce groundwater pumping and meet the mandate and goals of the landmark Arizona Groundwater Act.

On my previous two visits here, I've requested approximately $3 million to help maintain a viable water augmentation program within the Bureau of Reclamation. I renew that request today. However, I very much understand the budget constraints and the fact that the Administration has again not requested funding for this program.

If the funds cannot be made available next year, my hope is the Administration will come forth with an appropriate level of funding in the Fiscal 1992 budget request. I believe there is support within the Bureau of Reclamation, under its new Commissioner, Dennis Underwood. I've attached to my testimony, an exchange of letters that indicate Commissioner Underwood's personal commitment to restore a sense of importance and renewed vitality to Reclamations's water augmentation program and the significant data base that has been developed.

Mr. Underwood is in the process of putting together a conference of public and private sector interests and expertise from around the country to discuss how best to proceed with and utilize among the states, a viable Atmospheric Water Resources Management Program. My hope is those efforts will generate more Administration interest to re-invigorate this program within the Bureau of Reclamation.

The remaining expertise, in terms of professional staff, has been reduced to a core-group of just eight meteorologist and physical scientists at the Denver Regional Office. Although there are no federal funds to support even this small group, they continue their effort by virtue of reimbursable funding from an overseas project and through cooperative research agreements with the States of Utah, Arizona and several other states. In addition, they are doing some climate change research, which is among the new initiatives Reclamation is developing.

I hope to provide for the record in the next week or so, an expression of interest from a broader base of Members of Congress who share our interest in the long-range value of the weather modification program. We are willing and prepared to invest state dollars to match the hoped for federal contribution, on a 50/50 basis.

Finally, Mr. Chairman, I want also to endorse the Corps of Engineers funding requests for Arizona. They are involved with several important flood control studies, pre-construction work, and a major flood control construction project in the Phoenix area. Those projects respond to crucial flood prevention and control needs of our constituents.

I ask the committee to look at, to the extent funds may become available after the budget parameters are established for the subcommittee, two reconnaissance level studies being requested by the Maricopa County Flood Control District and the local governments involved. These two studies have the support of the Corps of Engineers, and I am told the Corps has indicated it has the capability to accomplish the studies in fiscal 1991. There are legitimate flood control needs in the Town of Wickenburg and in the Central Maricopa Area that certainly merit your review and consideration.

Thanks again for your courtesy and kind consideration of the requests from the State of Arizona.

###

United States Department of the Interior

BUREAU OF RECLAMATION
WASHINGTON, D.C. 20240

IN REPLY
REFER TO:
D-3720

DEC 21 1989

DEC 27 1989

Honorable John J. Rhodes
House of Representatives
Washington DC 20515

Dear Mr. Rhodes:

Thank you for your kind thoughts on my confirmation. I do look forward with great enthusiasm to resolve or help resolve the water issue challenges that face all of us in the West and in the Colorado River Basin in particular. Besides the traditional approaches to meeting our water resources needs, we will need to fully explore non-structural methods of meeting them. This will become even more important if predictions about global climate changes are borne out.

I believe that one of the most promising approaches to providing new water supplies is precipitation management through weather modification. It offers the potential for increasing water supplies without the need to construct new storage or distribution facilities. I believe that when properly applied, precipitation management through cloud seeding can increase snowpack and resultant water supplies at a very favorable benefit-to-cost ratio. I also believe that it is important to conduct the research and confirmatory experiments needed to validate precipitation management as a water supply augmentation technique.

I share your concern over the elimination of the Atmospheric Water Resources Management Program funding and subsequent reduction in staff. The current state-of-the-technology is primarily the result of the substantial investment that the United States has made through Reclamation during the last three decades. I strongly believe that such research should be continued at a level sufficient to allow the technology to be validated and transferred to state and local users to meet their water needs.

To help accomplish this, I have asked my staff to begin planning a Bureau of Reclamation sponsored conference that would bring together interested parties from both the governmental and private sectors to discuss precipitation management and its role in resources management. This might be done profitably in the context of how weather modification, among other technologies, could help the Nation respond to the global climate changes that some experts predict. I would welcome an indication from you as

to your willingness, and possibly that of interested Congressional colleagues to participate in such a conference.

I appreciate your offer of support for this important program and I look forward to working with you and others who share your interest in preparing now to meet the water needs of the twenty-first century.

Sincerely,

Commissioner

412 Cannon House Office Building
Washington, DC 20515
[illegible]

2345 South Alma School Road
Suite 108
Mesa, AZ 85210
(602) 831-4433

Congress of the United States
House of Representatives
Washington, DC 20515

CHAIRMAN, PERMANENT TASK FORCE ON INDIAN AFFAIRS

SUBCOMMITTEES
WATER, POWER AND OFFSHORE ENERGY RESOURCES
ENERGY AND THE ENVIRONMENT
NATIONAL PARKS AND PUBLIC LANDS
GENERAL OVERSIGHT AND INVESTIGATIONS

COMMITTEE ON SMALL BUSINESS

SUBCOMMITTEES
PROCUREMENT, TOURISM AND RURAL DEVELOPMENT
EXPORTS, TAX POLICY AND SPECIAL PROBLEMS

REPUBLICAN POLICY COMMITTEE

November 22, 1989

Mr. Dennis Underwood
Commissioner
Bureau of Reclamation
Department of the Interior
18th and C Streets, N.W.
Washington, D.C. 20240

Dear Dennis:

Congratulations on your successful completion of the ardous trip through the Senatorial confirmation process!

Your patience and demeanor are to be commended. Both will come in handy in the years ahead. I do want to extend my personal congratulations on your confirmation and wish you only the best in helping to develop and direct Bureau of Reclamation water policy in the West.

You are well aware of the water conservation and development challenges on the Colorado River and in Arizona in particular. We will have frequent opportunities to visit about Glen Canyon Dam, the Central Arizona Project and on-time completion of the aqueduct and the Plan 6 features, Indian water rights settlements, and continuing application of the Reclamation Reform Act.

However, I noted with more than passing interest your comments during the confirmation hearings indicating your support for Colorado River water augmentation through "precipitation management." You indicated support for continued federal research efforts in this area. I certainly share this interest. As you may know, the State of Arizona has been in the forefront of weather modification research and has committed, along with several other basin states, to participate in a cost-sharing program with the federal government.

Over the past two years, I have appealed to the House Energy and Water Development Appropriations Subcommittee for continued funding of the BuRec weather modification program. Enclosed is my first statement before the Appropriations Committee in suppport of the Bureau's weather modification program. Unfortunately, that funding has not been forthcoming from Congress

to the extent necessary to maintain a viable program. Apparently, only remnants of the considerable research effort and the invaluable personnel expertise remain in the Denver offices.

It would be immensely beneficial if the Administration could see fit to request fiscal 1991 funding for this program which has been missing from the Administration's budget requests for the past two years. I would appreciate any help you might provide as the fiscal 1991 Bureau of Reclamation budget recomendations are being finalized. I certainly volunteer my services as well in anyway I might help to encourage Administration support for this program.

Again, congratulations and welcome aboard. I look forward to helping the Administration pursue an active, progressive water resource conservation and development program.

Sincerely,

John J. Rhodes, III
Member of Congress

Enclosure

JOHN J. RHODES, III
1ST DISTRICT, ARIZONA

OFFICES
412 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-2635

2345 SOUTH ALMA SCHOOL ROAD
SUITE 108
MESA, AZ 85210
(602) 831-6433

Congress of the United States
House of Representatives
Washington, DC 20515

April 10, 1990

COMMITTEE ON INTERIOR AND INSULAR AFFAIRS
CHAIRMAN, REPUBLICAN TASK FORCE ON INDIAN AFFAIRS
SUBCOMMITTEES:
WATER, POWER AND OFFSHORE ENERGY RESOURCES
ENERGY AND THE ENVIRONMENT
NATIONAL PARKS AND PUBLIC LANDS
GENERAL OVERSIGHT AND INVESTIGATIONS

COMMITTEE ON SMALL BUSINESS
SUBCOMMITTEES:
PROCUREMENT, TOURISM, AND RURAL DEVELOPMENT
EXPORTS, TAX POLICY, AND SPECIAL PROBLEMS

REPUBLICAN POLICY COMMITTEE

The Honorable Tom Bevill
Chairman
Subcommittee on Energy and Water
Development
2362 RHOB
Washington, D.C. 20515

Dear Mr. Chairman:

Enclosed is a letter expressing interest from a broad-based group of Members of Congress in support of our request for $3.5 million in fiscal 1991 funding for the Bureau of Reclamation's Atmospheric Resources Management Program.

I mentioned in my testimony that I would be providing this additional show of support for consideration by you and other members of the subcommittee, and for the hearing record.

We would certainly appreciate any help the committee may be able to provide regarding this request.

Thank you for your courtesy and consideration.

Sincerely,

John J. Rhodes, III
Member of Congress

Enclosure

cc: The Honorable John T. Myers
Ranking Republican Member

JOHN J. RHODES, III
1st District, Arizona

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(202) 225-2635

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Congress of the United States
House of Representatives
Washington, DC 20515

April 10, 1990

COMMITTEE ON INTERIOR AND INSULAR AFFAIRS
CHAIRMAN, REPUBLICAN TASK FORCE ON INDIAN AFFAIRS
SUBCOMMITTEES
WATER, POWER AND OFFSHORE ENERGY RESOURCES
ENERGY AND THE ENVIRONMENT
NATIONAL PARKS AND PUBLIC LANDS
GENERAL OVERSIGHT AND INVESTIGATIONS

COMMITTEE ON SMALL BUSINESS
SUBCOMMITTEES
PROCUREMENT, TOURISM, AND RURAL DEVELOPMENT
EXPORTS, TAX POLICY, AND SPECIAL PROBLEMS

REPUBLICAN POLICY COMMITTEE

The Honorable Tom Bevill
Chairman, Subcommittee on Energy and Water Development
House Committee on Appropriations
2362 Rayburn H.O.B.
Washington, DC 20515

Dear Mr. Chairman:

We are writing to express our support for an appropriation of $3.5 million for the Bureau of Reclamation's Atmospheric Resources Management Program.

The benefits of this program are potentially very great. For the arid, water-short and drought affected areas of the nation, the benefits of precipitation enhancement are obvious. In addition, Bureau of Reclamation research in this area resulted in the development of advanced technology which is ready to be transferred to the states who want to maximize the benefits from such advanced technological systems.

Initial estimates indicate a potential additional water supply of about 1.4 million acre-feet in the Upper Basin of the Colorado River; 300,000 acre-feet in the Lower Basin, and 500,000 acre-feet in the adjacent basins. Corresponding potential increases are estimated for the Sierra Nevada, the Black Hills, the Mogollon Rim, the Wasatch Ranges of Utah, and the several water catchments of West Texas, Oklahoma, Kansas and North Dakota where these advanced technologies would be applied.

Ten states (Arizona, North Dakota, South Dakota, Nevada, Oklahoma, Kansas, Wyoming, California, Texas and Utah) have expressed their preparedness to fund a local cost-share contribution. To carry out a full 50/50 cost-sharing program, the Bureau of Reclamation estimates it could effectively use $3.5 million in fiscal 1991 to match the interests of these ten states.

This appropriation request has the strong support of the Western States Water Council, the Colorado River Water Uses Association, and the National Water Resources Association.

We ask for your assistance in funding this very positive and worthwhile program.

Sincerely,

Morris K. Udall
Member of Congress

John J. Rhodes, III
Member of Congress

Barbara Vucanovich
Member of Congress

Jim Kolbe
Member of Congress

Wayne Owens
Member of Congress

J.J. Pickle
Member of Congress

James H. Bilbray
Member of Congress

Jon Kyl
Member of Congress

Bob Stump
Member of Congress

James V. Hansen
Member of Congress

Tim Johnson
Member of Congress

Howard C. Nielson
Member of Congress

Lamar Smith
Member of Congress

cc: The Honorable John T. Myers
Ranking Republican Member

Mr. BEVILL. Very good.

Jim?

Mr. KOLBE. Mr. Chairman, I will, as with the other Members, I will submit my statement for the record and just note that I think we are reaching another landmark on the Central Arizona Project, just as in the year 1948 when it was first conceived and 1968 when it was authorized and 1975 when we began work, 1987 I believe when we delivered water to Phoenix, and right now we are reaching another landmark, and that is the basic completion of it.

So as Chairman Udall said, we are hoping that very soon we will be able to come before you and say, "This is next year," this is the completion of the Central Arizona Project, and a long stand, I believe, as a moment to man's ability to obtain the desert, to provide the life of citizens who live in Arizona, and elsewhere in the Southwest. That is, have a sure and adequate water supply for our future generations.

None of that would have been possible if it hadn't been for this subcommittee, and your wisdom in seeing year in and year out our needs, to assure the funding for this project. And I commend you and the other Members of the subcommittee for what you have done to support us in the past and we look forward to working with you again.

[The statement of Hon. Jim Kolbe follows:]

TESTIMONY
OF
THE HONORABLE JIM KOLBE

Before the

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
HOUSE COMMITTEE ON APPROPRIATIONS

Regarding

Bureau of Reclamation and Corps of Engineers
Appropriations in Arizona for Fy 1991

Mr. Chairman and Members of the Subcommittee,

I appreciate the opportunity to appear before you again this year with the delegation and our distinguished Governor, Rose Mofford, to discuss the appropriation for the Central Arizona Project, (CAP). In previous years Arizona has received tremendous support from this subcommittee and the Administration. As we move toward completion of this project, our determination increases to do everything we can to finish it on schedule and within the original authorization.

Governor Mofford outlines very clearly the importance of the CAP in assisting Arizona with the management of its limited water resources. I would take this opportunity to stress the needs of Arizona's water future.

Completion of CAP remains the top priority for Arizona. Managing the water supply and protecting the environment are crucial concerns for all western states and growing areas. The other issues, such as ground water safety and maintenance are a real concern across the nation. In the context of Arizona's desert climate these issues take on a special importance. The CAP was designed to bring water to Arizona to reduce

reliance on ground water; we understand only too well that draining underground aquifers for our water supply simply robs from future generations of desert dwellers. The CAP was envisioned to be completed in several phases. We are now in the final phase of this project. When finished CAP will have 336 miles of canal, 269 miles have been completed thus far. Only 5 miles need to be constructed for completion and delivery of water to my home town of Tucson, the last stop on this aqueduct.

A commitment was made by this body to deliver water by 1992 to San Xavier Reservation and Schuk Toak District of the Tohon O'Odham Nation. Without full funding of this request this obligation cannot, and will not, be met the result will be substantial penalties for the federal government the result will be substantial penalties for the federal government. The completion of Plan 6, non-Indian Distribution Systems and Safety of Dams Work is also important to fulfill obligations made by Congress. As Governor Mofford testified, Plan 6 is vital for flood control, regulatory storage, the safety of our dams and conservation of land.

Let me briefly touch on one other matter. Unfortunately, for two consecutive years, no funds were appropriated for the Bureau of Reclamation's Atmospheric Research Program. The Department of Commerce has similarly proposed zero funding for Atmospheric Weather Modification Research under NOAA. Atmospheric Research is an extremely cost effective way to increase our water supply, not only for our state but for the nation as a whole. I'll be working in my own subcommittee, the Commerce, Justice, State and the Judiciary to correct this problem.

Finally, there are several Corps of Engineer projects I strongly support. The town of Clifton continues to recover from their devastating

flood, but the community needs funds to prevent the specter of future flooding. The Corps is requesting an authorization for this project in 1991 and I will work with this subcommittee to assure its prompt funding.

The 1991 Corps of Engineers request includes funds for preconstruction, engineering and design work along the Nogales Wash. This is a particularly delicate and difficult project since the flood source is an international one, in Mexico. The Corps is working with the International Boundary and Water Commission to develop a flood warning system along the Nogales Wash in Mexico.

So, again, Mr. Chairman, the state of Arizona comes to you with many needs. Arizona is faced with washes which are predominantly dry at times, yet they can become violent and powerful forces when summer thunderstorms sweep across the Arizona Desert. Completion of the Central Arizona Project is our assurance that we can preserve and manage the water that we have.

I appreciate the Committee's courtesy to our delegation, and your sensitivity to our needs. Thank you for you assistance in the past, and in the years to come.

Mr. RHODES. Mr. Chairman, one more thing before we go. I was asked by Congressman Stump to indicate to you that he obviously would have been with us here today. He fully supports our projects. He unfortunately has a very ill father and he is in Arizona at the present time, but he sends you his regards and wishes he could be with us today.

Mr. BEVILL. Certainly. I understand that.

Chairman Udall, do you have anyone else?

Mr. UDALL. No, we have distinguished people from Arizona here today, but I think they would appreciate it if we would move along.

Mr. BEVILL. All right. Thank you each for your fine testimony.

Mr. MYERS. I might add that a couple of our chairs, when the Chairman and I got to Congress, Jay's father was sitting in this chair, and he used to give us a rough time, too.

THURSDAY, MARCH 29, 1990.

FLOOD CONTROL DISTRICT OF MARICOPA COUNTY, ARIZONA

WITNESSES

JAMES D. BRUNER, CHAIRMAN, FLOOD CONTROL DISTRICT BOARD OF DIRECTORS AND MARICOPA COUNTY BOARD OF SUPERVISORS

DANIEL E. SAGRAMOSO, CHIEF ENGINEER AND GENERAL MANAGER

LARRY J. RICHMOND, GENERAL COUNSEL

Mr. BEVILL. Mr. Bruner, we are pleased to have you with us. Your prepared statements will be made a part of the record. You may proceed as you wish.

Mr. BRUNER. My remarks will be very brief.

I am chairman of the Maricopa County Board of Supervisors. I want to talk to you about three projects that I am involved with at Maricopa County.

At the top of the list is the Phoenix and Vicinity Flood Control Project, which was authorized in 1965. This comprehensive project consists of four dams, structural work in three natural streams, and a major diversion channel. The project provides flood protection for a large part of the Phoenix area. The four dams and the structural work in the streams are complete.

The Arizona Canal Diversion Channel (ACDC) is the main feature of this project. The 16.5-mile-long channel will intercept storm flows from the north and move the water safely through the urban area. The first two reaches, or sections, have been completed.

Construction of Reach 3 began in August, 1989 and is expected to be finished in May, 1991. Construction of Reach 4, the final portion, is scheduled to begin in October, 1990.

We appreciate the congressional appropriations that have allowed the project to steadily proceed. The President has recommended an appropriation of $35,680,000 for fiscal year 1991. This includes $6.9 million to complete construction of Reach 3, $25 million to begin the construction of Reach 4, and $3.6 million for engi-

neering and construction management. I strongly urge your approval of the President's recommendation.

The need to appropriate funds to complete the existing construction contract for Reach 3 is obvious. Equally important are the funds to build the ACDC's Reach 4. Reach 4 is an integral part of the project and is designed to provide a safe outlet for several large washes, including Cudia City Wash at Reach 4's upstream end.

In 1972, the flooding primarily from Cudia City Wash damaged over 2,700 homes and businesses. Since 1972, intense development has occurred in the area to be protected by Reach 4.

The Flood Control District is firmly committed to completion of the ACDC. The district's share of the overall project costs is about 43 percent. Our costs in Reach 4 are over $30 million, of which $18.5 million has already been spent or committed for rights-of-way and facility relocations.

Next on my list is the Hassayampa River at Wickenburg study. A major part of the developed area of Wickenburg would be inundated by a 100-year flood.

However, the President's recommended budget contains no funding for this study. The Corps of Engineers has indicated the capability of devoting $300,000 of effort to initiate and complete the study in fiscal year 1991. I urge you to appropriate $300,000 so this critically needed study can be conducted.

Finally, I request your help for the Central Maricopa County Flood Control Study. The Flood Control District is vitally concerned about the potential for significant flood damages in this area.

For example, a major storm in 1963 flooded 6,500 acres in Phoenix and Glendale where, currently, about 46,000 people live and work.

Again, the President's recommended budget contains no funding for this reconnaissance phase study. The Corps of Engineers has indicated the capability of devoting $500,000 of effort to initiate and complete this study in fiscal year 1991. I urge you to appropriate $500,000 so this essential study can be conducted.

In summary, I urge your support for the Phoenix and Vicinity project and the two reconnaissance phase studies.

Mr. Chairman and Members of the committee, on behalf of the two million citizens of Maricopa County, thank you for your continuing support.

[The statement of Mr. Bruner follows:]

STATEMENT
OF THE
FLOOD CONTROL DISTRICT OF MARICOPA COUNTY

TO THE
HOUSE COMMITTEE ON APPROPRIATIONS
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

PRESENTED BY

JAMES D. BRUNER, CHAIRMAN
FLOOD CONTROL DISTRICT BOARD OF DIRECTORS
MARICOPA COUNTY BOARD OF SUPERVISORS

MARCH 29, 1990

IN SUPPORT OF THE APPROPRIATIONS

FOR

ARIZONA CANAL DIVERSION CHANNEL
A FEATURE OF THE CORPS OF ENGINEERS
PHOENIX AND VICINITY (INCLUDING NEW RIVER) FLOOD CONTROL PROJECT

HASSAYAMPA RIVER AT WICKENBURG STUDY

CENTRAL MARICOPA COUNTY FLOOD CONTROL STUDY

Mr. Chairman and members of the Committee, as Chairman of the Board of Directors of the Flood Control District of Maricopa County and Chairman of the Board of Supervisors, I appreciate the opportunity to request your support of funding for three Corps of Engineers flood control projects for which the Flood Control District of Maricopa County is the local sponsor. These projects are the Phoenix and Vicinity Flood Control Project, the Hassayampa River at Vickenburg Study, and the Central Maricopa County Flood Control Study.

PHOENIX AND VICINITY FLOOD CONTROL PROJECT

The Phoenix and Vicinity Flood Control Project, which was authorized in 1965, is a comprehensive multi-element project comprising four major dams, structural work in natural streams, and a major diversion canal. The four dams and the structural work in the Skunk Creek, the New River, and the Agua Fria River are essentially complete.

The Arizona Canal Diversion Channel (ACDC), consisting of four reaches (sections) for ease of construction and funding, is an integral part of the Phoenix and Vicinity Project, and is the essential element of this comprehensive project to provide flood protection to a large part of the Phoenix metropolitan area. The 16.5 mile long channel will catch storm flows from the north and channel the water through the urban area. The first two reaches (8.7 miles) of the ACDC have been completed. Construction of Reach 3 (3.6 miles from 23rd Avenue to 12th Street) and improvements on Cave Creek began in August 1989 and is expected to be finished in May 1991. Construction of Reach 4 (4.2 miles from 12th Street to 40th Street), the final portion, is scheduled to begin in October 1990.

The Flood Control District and the more than 2 million people of Maricopa County appreciate the congressional appropriations that have allowed the Phoenix and Vicinity Project to steadily proceed, beginning with the start of construction of Dreamy Draw Dam in 1972. The President has recommended an appropriation of $35,680,000 for this project for fiscal year 1991. This includes $6.9 million to complete construction of Reach 3 of the diversion channel, $25 million to begin the construction of Reach 4, and $3.6 million for engineering and construction management. I strongly urge your approval of the President's recommendation.

The need to appropriate funds to complete the existing construction contract for Reach 3 is obvious. Equally important are the funds to build the ACDC's Reach 4. Reach 4 is an integral part of the project designed to provide a safe outlet for several large washes, including Cudia City Wash at Reach 4's upstream end. In 1972, as documented in the U.S. Army Corps of Engineers October 1972 Report on Flood of 22 June 1972, Phoenix Metropolitan Area, Arizona, the flood flows primarily from these sources damaged 2666 homes, 15 apartment complexes, a high school, and 22 stores and businesses. Since 1972, the Phoenix metropolitan area has experienced a high growth period. This has resulted in the intense development of the corridor located south of and parallel to the ACDC in the Reach 4 protection area. Within this corridor, new office, commercial, apartment, and resort hotel development has occurred. Reach 4 is designed to protect against higher flood flows than occurred in 1972, and Reach 4 protection is absolutely necessary.

The Flood Control District is firmly committed to completion of the ACDC. The District's share of project costs is about 43% of the total. The Flood Control District's participation in Reach 4 is over $30 million, of which $18.5 million has already been spent or committed for rights-of-way and facility relocations, some of which are currently under construction and others are eminent.

HASSAYAMPA RIVER AT WICKENBURG STUDY

The Flood Control District considers the need for a solution to the flooding problems in the Wickenburg area to be of great importance. The study is authorized under broad basin planning authority for study of the Gila River and Tributaries included in the 1938 Flood Control Act. The President's recommended budget contains no funding for this reconnaissance phase study. The Corps of Engineers has indicated having the capability of $300,000 to initiate and complete the study in fiscal year 1991. I urge you to appropriate $300,000 so this critically needed study can be conducted.

The study area is centered about 60 miles northwest of Phoenix. The population of the Town of Wickenburg and surroundings has tripled over the last twenty years and is expected to continue to grow at a rapid rate. The largest recorded flood event occurred in 1970, when less than 100-year flows swept away homes, vehicles, and livestock along several miles of the Hassayampa River. A study conducted by the Corps in 1965 indicates that a major part of the commercial and residential area of Wickenburg would be inundated by a 100-year flood, and rapid growth has dramatically increased the potential for loss of life and serious damage to private and public property.

CENTRAL MARICOPA COUNTY FLOOD CONTROL STUDY

The Flood Control District is vitally concerned about the potential for significant flood damages in Central Maricopa County. This study also is authorized under broad basin planning authority for study of the Gila River and Tributaries included in the 1938 Flood Control Act. The President's recommended budget contains no funding for this reconnaissance phase study. The Corps of Engineers has indicated the capability of $500,000 to initiate and complete this study in fiscal year 1991. I urge you to appropriate $500,000 so this very essential study can be conducted.

Flooding in the Glendale/Maryvale urban area is a result of overland sheet flow and ponding behind obstructions, mainly the Sante Fe Railroad embankment and the Grand Canal. A major storm in August 1963, flooded approximately 6500 acres which now contain approximately 46,000 people and their homes and businesses.

In addition, a certain three-mile long wash, locally known as the 10th Street Wash in north central Phoenix drains a large part of the North Mountain Preserve and traverses many residential neighborhoods. As recently as July 1989, a summer thunderstorm caused the wash to overflow causing flooding damages.

CONCLUSION

In summary, I urge your support for the Phoenix and Vicinity project and the two reconnaissance phase studies.

Mr. Chairman and members of the Committee, on behalf of the citizens of Maricopa County, thank you for your continuing support.

Mr. BEVILL. Thank you very much for your fine presentation.

Mr. BRUNER. Thank you.

Mr. BEVILL. We have received other statements regarding Arizona projects which will be placed in the record at this point.

[The information follows:]

John Lassen, President
Salt River Project

Statement For The House Committee on Appropriations
Subcommittee on Energy and Water Development
March 29, 1990

Mr. Chairman, thank you for the opportunity to submit this statement on the Fiscal Year '90-'91 appropriations for water resources development in Arizona.

My name is John Lassen. I am president of the Salt River Project, the nation's oldest multi-purpose reclamation project.

The Salt River Project is comprised of the Salt River Project Agricultural Improvement and Power District and the Salt River Valley Water Users Association. Together, the Association, a private water delivery organization, and the District, a political subdivision of the State of Arizona, provide water and power to some 250,000 acres and about a half million customers in the Phoenix metropolitan area.

As an agent of the federal government, the Salt River Project operates six dams on the Salt and Verde rivers northeast of Phoenix. These structures impound the runoff

from a 13,000-square mile watershed to provide the surface water supplies for agricultural, residential, recreational, municipal and industrial use in Central Arizona.

As manager and administrator of water rights, the Salt River Project is well-acquainted with the need to store surplus water in times of plenty, the need to conserve in times of scarcity and the need to deal equitably with competing interests at all times.

For example in the State of Arizona through most of the 1980s, runoff into the Colorado, the Salt, the Verde and the other rivers that serve our water needs was more than 175 percent of normal. Yet during the past two years, runoff has been about 60 percent of the median, and some of our reservoirs are low.

It is because of these wide fluctuations in water runoff that we believe the timely completion of the Central Arizona Project is critical to wise water management in Central Arizona. The CAP will bring an average of 1.5 million acre feet of water a year to Central Arizona water users and help reduce dependence on scarce groundwater.

The President's recommended budget of $198 million for CAP construction in fiscal year '90-'91 will be sufficient to keep this important project on schedule.

Similarly, the Administration's FY '90-'91 budget provides for $23.8 million to be an additional increment to the federal government's share of the costs associated with the Salt River Pima-Maricopa Indian Water Rights Settlement.

You may recall that this settlement, ratified by the Congress in 1988, provided a secure water supply to this Indian community east of the Phoenix area by acknowledging and quantifying for all time the federal reserved water rights set aside for the community nearly 80 years ago.

Of particular concern to the Salt River Project, however, is a problem brought into sharp relief during the years of plenty we experienced in 1978, 1979 and 1980. I refer to the need for substantial safety of dams modifications at Theodore Roosevelt and Stewart Mountain dams on the Salt River and for safety modifications at Bartlett and Horseshoe Dams on the Verde River.

On three occasions since 1979, the worst occurring in February 1980, the Salt and Verde river dams passed floodwaters which did, in total, more than $100 million damage to the personal and real property of the citizens of metropolitan Phoenix. The dams and other Salt River Project facilities, alone, suffered $13 million in damage.

These dams were constructed to withstand what engineers believed at the time -- in some cases 50 and 75 years ago -- to be the normal expected watershed runoff. Now, the U. S. Bureau of Reclamation estimates potential for runoff at nearly four times what was experienced during the floods in the seventies.

Armed with that knowledge and today's state-of-the-art engineering standards, the Bureau has determined these dams require spillway expansion and foundation reinforcements.

The President's budget provides for $14.2 million to continue work at Roosevelt Dam and $3.3 million to continue work at Stewart Mountain. At this time, it appears the work at Stewart Mountain involving foundation reinforcement and the construction of an additional spillway will be complete by the end of this year. Work at Roosevelt, which also involves raising the dam some 77 feet, will continue over the next 5 years.

On the Verde River, the Bureau of Reclamation is nearing completion of work on an amended safety of dams modification plan for Bartlett and Horseshoe dams. The amendment became necessary, you will recall, after the Arizona Congressional delegation and the National Coalition to Stop Cliff Dam agreed in June 1987 to delete the construction of Cliff Dam from the Plan 6 component of the CAP. Cliff was designed,

not only to provide water storage on the Verde, but to provide flood control and to solve safety of dams problems at Horseshoe and Bartlett.

With the demise of Cliff Dam, a solution to the safety of dams problems at Horseshoe and Bartlett is even more urgent. I urge the Committee to accept the Administration's recommendation for funding in FY'90-'91 by appropriating $800,000 for pre-construction planning work at Horseshoe and $2.5 million in pre-construction planning at Bartlett.

Mr. Chairman, in Arizona we appreciate the need for cooperation and compromise to solve our water challenges. We are pleased that the Congress rewards our efforts by providing timely appropriations for the CAP and related projects.

We believe the Congress' acceptance of the funding levels recommended by the Administration will allow this important work to continue on schedule.

Thank you, again, for the opportunity to present this statement.

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PIMA COUNTY
TRANSPORTATION AND FLOOD CONTROL DISTRICT
1313 SOUTH MISSION ROAD
TUCSON, ARIZONA 85713-1398

FRANK G. CASTRO, P.E.
DIRECTOR

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STATEMENT

OF

DEPARTMENT OF TRANSPORTATION AND FLOOD CONTROL DISTRICT

PIMA COUNTY, ARIZONA

MARCH 29, 1990

Before the

United States House of Representatives
Committee on Appropriations
Subcommittee on Energy and Water Development
Honorable Tom Bevill, Chairman

SUMMARY RECOMMENDATIONS

Rillito River Project	$610,000 Preconstruction Engineering and Design
Rillito Creek Groundwater Recharge Demonstration Project	$166,300 Construction
Central Arizona Project Lower Santa Cruz River Flooding	$3,500,000 Construction
Tucson Drainage Area	$250,00 Survey

Respectfully Submitted,

Frank G. Castro, Director
Department of Transportation
and Flood Control District
Pima County, Arizona

On behalf of the Pima County Department of Transportation and Flood Control District, I want to thank the Subcommittee for this opportunity to present our priorities for Fiscal Year 1991, and at the same time to express our appreciation for your support of the County's projects in years past. The County has four water resources priority issues, namely; the Corps of Engineers' Rillito River Project, the Bureau of Reclamation's Rillito Creek Groundwater Recharge Demonstration Project, Central Arizona Project - Lower Santa Cruz River flooding and the Corps' Tucson Drainage Area Study, which we are requesting the Subcommittee's support for in its Energy and Water Development Appropriations Bill for Fiscal year 1991. The following outlines our requests.

Rillito River Project

We are requesting the Subcommittee's support for including the $610,000 in the Administration's budget request for preconstruction engineering and design for the Rillito River flood control project, in the Fiscal Year 1991 Energy and Water Development Appropriations Bill under the Corps of Engineers' program. This flood damage prevention plan, which consists of soil cement bank protection and grade control structures will stabilize the streambanks thus preventing channel shifts of hundreds of feet and the severe flood-related damages which accompany it. The dramatic flash floods that plague our area have caused widespread damages over the last several years to both public and private property. For example, the floods of March and December 1978 and October 1983 caused extensive damages to structures and land along unprotected banks of the river, and to roads, bridges, utilities and

existing bank protection. In fact, the 1983 event was the flood of record, both in terms of magnitude of flow and damages sustained, with the U.S. Geological Survey estimating the 29,700 cubic feet per second flow at First Avenue as slightly less than a 50-year-frequency event, and total damages to the area estimated at over $100 million. Once in place, the Rillito River Project will stabilize the streambanks and streambed to protect against these dramatic flood flows.

This project is fully authorized by Congress for construction and we anticipate initiating advance construction of a critical portion of the project shortly under Section 215 of the Flood Control Act of 1968. Mr. Chairman, this is the priority project for the County. Our commitment to this project is evidenced by our willingness to share in the costs of the project in full accordance with Public Law 99-662, the Water Resources Development Act of 1986. In fact, our local costs expended to date in an effort to stabilize the area and protect public safety after the 1983 floods, have reduced the original total project cost from the authorized $26 million to the existing project cost of $19.6 million. This Fiscal Year 1991 funding we are now urgently requesting will enable the Corps to complete the necessary preconstruction work in anticipation of a new construction start in Fiscal Year 1992.

Rillito Creek Groundwater Recharge Demonstration Project

The second priority of the County is the $166,300 in the Bureau of Reclamation's Fiscal Year 1990 Budget within the Groundwater Recharge Demonstration Program for continued construction funding for the Rillito Creek project.

This project was one of the twelve selected for first-year construction funding under the Bureau's Groundwater Recharge Demonstration Program and Fiscal Year 1991 funding is needed for its third year of construction. This project was determined by the State to be its number one priority project for this demonstration program, and we are anxious to see it move forward on schedule.

Central Arizona Project - Lower Santa Cruz River River Flooding

We are requesting the Subcommittee's support for the addition of $3.5 million to the Administration's request for construction for the Central Arizona Project (CAP) under the Bureau of Reclamations' program in the Fiscal Year 1991 Energy and Water Development Appropriations Bill. This increase to the Administration's request is necessary to protect the Town of Marana, the surrounding unincorporated area and the regional public works facilities against increased flood and erosion damages caused by a siphon outlet and canal within the Santa Cruz River floodplain,

that is a structural feature of the CAP Tucson Aqueduct. In addition, a portion of this funding is necessary to protect the federal siphon outlet and canal from overtopping and erosion during flood flows of the Santa Cruz River. Unwittingly, the federal government's presence in the form of the CAP siphon outlet and canal within the 100 year regulatory floodplain, measurably increases the flood and erosion hazards to the area. We are asking the federal government to pay for the increased hazard it is causing.

In an effort to analyze and quantify the problems caused by the existence of the CAP siphon outlet within the floodplain, Pima County and the Town of Marana had an engineering analysis of the problem performed. This documentation and relevant mapping of the floodplain delineation will be submitted for the record for the Subcommittee's review and consideration.

In the opinion of the Pima County Flood Control District, the CAP siphon and canal at the Santa Cruz River creates two burdens by not complying with standard engineering practices for structural modifications within a regulatory floodplain: 1) increased flooding and erosion hazards to public and private lands within the Santa Cruz River floodplain, and 2) increased costs for an on-going local flood damage reduction effort in the area affected by the CAP siphon outlet. Working in concert with the Town of Marana, Pima County has identified the hazards as diversion of flood flows into developed areas of the community and loss of property due to erosion.

Not only are the residents of Marana facing damages, but through our investigation of the problem, we have identified increased costs in the design and construction of our planned local flood control project, which are necessitated by the threat posed by the federal siphon and the canal.

As the local public agency with county-wide responsibilities to protect the communities within Pima from the dangers of flooding, we have been moving forward to meet our obligation. Since the devastation caused by the 1983 flood of record, in which two people were killed in the Marana area and millions of dollars in damages occurred in this area alone, Pima County has been working to address the flood threat. The County has now developed a $26 million local flood protection project to be funded by Pima County Government, the State and the benefitted property owners, which will protect the residents of Marana, and the surrounding unincorporated area and regional public works facilities, such as the critical Tangerine Sanitary landfill and a planned wastewater treatment plant. Pima County simply must proceed in a timely way on this local plan in order to meet its obligations to protect the public health, safety and general welfare.

However, changes in this local flood prevention plan are necessary to meet the increased flood hazard caused by the presence of the federal siphon outlet and canal within the floodplain. Therefore, we are simply asking the Bureau to pay for the unintended flood and erosion problems it causes by the existence of the CAP siphon within the floodplain.

Hydraulic analysis performed by Pima County on the impacts of the siphon outlet and canal indicate an increase in water surface elevation which exceeds Federal Emergency Management Agency's (FEMA) guidelines for encroachment within a floodplain. This increase in elevation due to the outlet, also exceeds local drainage regulations which state that no construction is permitted within a regulatory floodplain which may divert, retard or obstruct floodwater which threatens public safety. Further, Pima County believes that the existence of the siphon will increase the flow velocity in the channel, accelerating natural stream bank erosion and the potential for the flow to damage adjacent lands. What concerns Pima County and the Town of Marana is that the CAP encroachment does not meet Federal Executive Order 11988, local drainage design requirements and floodplain management ordinances, and Arizona's relevant Executive Order regarding community participation in adoption of floodplain management ordinances. We believe that minimum federal guidelines for encroachment within a floodplain, which were used by the Bureau in designing its work, are not appropriate where, as is the case with the Santa Cruz, unusual flow patterns are encountered. If FEMA's guidelines regarding these type of unique circumstances had been adhered to, even further reductions in the permissible impacts would have been required.

In our discussions with Bureau field staff, a consensus has developed that the location of the CAP siphon and canal in the floodplain increases the existing flood threat to the area. Without this critical prevention work we are seeking, Pima

County estimates that physical and other damages to public and private properties as well as infrastructure in the area could be in the $20-$30 million range. What we are looking for here is simple equity. We are asking for help from the federal government for a problem which it inadvertantly caused. This $3.5 million protection is needed to increase the flood damage reduction capability of the joint Pima County/Marana locally-funded flood control project by raising the planned local levee, constructing a grade control structure in the streambed and acquiring additional land for the project -- all of which is necessary to not only protect the CAP siphon outlet and canal from flood and erosion damage, which will occur unless the federal work is protected, but to insure the community's safety against the further hazards caused by the existence of the siphon outlet and canal in the floodplain. We believe this small, early protection now will prevent against much greater loss and damages later. We ask for your assistance in including this necessary funding.

Tucson Drainage Area Study

The fourth priority of the County is to support the $250,000 in the Fiscal Year 1991 Corps' budget to continue the survey of the Tucson Drainage Area. The purpose of the Corps' survey is to develop a comprehensive study of stormwater and flooding problems of the Tucson metropolitan area. We ask for the Subcommittee's assistance

in ensuring that this $250,000 in survey funding for the Tucson Drainage Area is included in the Fiscal Year 1991 appropriations measure.

These four items are priority issues for the County and we appreciate your efforts in considering our needs. We stand ready to answer any questions you may have on these projects.

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MEMORANDUM

To: Hunter Spillan, Energy and Water Development Subcommittee, Committee on Appropriations

From: Mia O'Connell

Date: April 4, 1990

Subject: Supporting Documentation for Pima County Department of Transportation and Flood Control District's FY 1991 Appropriations Testimony

Enclosed is documentation supporting Pima County Department of Transportation and Flood Control District's FY 1991 Appropriations testimony, which I forwarded to you on April 3, 1990 under separate cover for inclusion in the Subcommittee's hearing record. I am asking that these additional documents also be included in the Subcommittee's FY 1991 hearing record in support of the County's request regarding the Lower Santa Cruz River flooding problems.

The materials enclosed include:

- a briefing paper on the flooding problem entitled, Pima County Flood Control District Lower Santa Cruz River Flood Control Project,
- a set of 2 tables which provide a detailed breakdown of the increased costs to the flood control project attributed to the CAP siphon and canal and a detailed breakdown of costs for the Bureau to protect its existing siphon outlet and canal within the Santa Cruz River regulatory floodplain,
- a map of the project area with a table of recent land sales within the project area identifying land values. This record is to serve as the basis for the value included in Pima's request for the additional right of way necessary for the project upgrade,
- Figure 4.2 Selected Levee Alignment (2 Blackline Sheets) on an aerial photo base. These maps delineate the existing 100-year floodplain and floodway limits and the proposed levee alignment.
- Figure 4.1 Levee Alignment Alternatives (1 Blackline) which delineates the South Bank Levee Alternative III which is the basis of Pima's costs calculation.
- Concept Plans for Phase 1 of the Lower Santa Cruz River Flood Control Levee at a Scale of 1"=200'. Plans include the proposed levee alignment, profile, and typical cross sections. Phase 1 is anticipated to be constructed within the 5-year time period.

Thank you for your help in including these items in the record.

Enclosures

PIMA COUNTY FLOOD CONTROL DISTRICT
LOWER SANTA CRUZ RIVER FLOOD CONTROL PROJECT

BACKGROUND

Early concepts of flood control for the Lower Santa Cruz River were addressed initially within the "Flood Control Concept Report for the Lower Santa Cruz River" prepared by the Department of Transportation and Flood Control District in July, 1987.
On September 27, 1988, the Pima County Board of Supervisors approved the concept of a levee based upon additional studies prepared for the Flood Control District entitled "Feasibility Study for the Lower Santa Cruz River Flood Control Levee". The adopted concept is to construct a 16.9 mile soil cement levee along the north bank of the Santa Cruz River from Continental Ranch to the Pima/Pinal County Line. The purpose of the project is to provide flood and erosion control for the Town of Marana (13.5 sq.mi.) and the unincorporated areas of Eastern Pima County. The project has been divided into three phases. Table 1 provides a description and cost estimate for each phase:

TABLE 1

Phase	Reach	Length	Cost
I	Continental Ranch to Sanders Road	6.9 miles	$12.1 mil. (49%)
II	Sanders Road to Trico Road	5.2 miles	$ 7.3 mil. (30%)
III	Trico Road to County Line	4.8 miles	$ 5.1 mil. (21%)
	TOTAL	16.9 miles	$24.5 million*

* Cost Estimates Excludes Land Acquisition and Mitigation Costs

As part of the project, the 100-year floodplain, including the opposite (south) overbank area, will be purchased. The acquisition will satisfy several multipurpose goals including overbank storage and flow attenuation, riparian habitat restoration, effluent and sludge disposal, river corridor development, open space and continued agricultural uses. Table 2 provides the number of acres to be acquired for the project and the number of benefited acres per phase:

TABLE 2

Phase	Right of Way (Acres)	Benefited Area (Acres)
I	1,935	6,200
II	2,700	4,500
III	4,000	2,000
TOTAL	8,635	12,700

FINANCING

Several sources of revenue will be utilized to fund the design and construction of all three phases of the project. Sources identified to date include: Pima County Government, State of Arizona, and affected/benefited property owners. Currently, based upon negotiantions between public and private parties, the following funding sources and approximate percentages of participation have been identified:

TABLE 3

Source	Percent
Pima County Government	46 *
State of Arizona	4 +
Benefited Property	37 *
TOTAL	87

* Percent includes funding for all three phases
\+ Additional Appropriations to be sought for Future Phases

This represents 87% of the total estimated construction cost excluding right of way that will be financed by local participation. Additional amounts and revenue sources will be required to fund the entire construction project including the purchase of right of way for the project. As can been seen, Pima County Government will shoulder the majority of the project costs (46%) along with affected/benefited property owners (37%). Currently, no federal sources of revenue have committed to the project.

CENTRAL ARIZONA PROJECT SIPHON/CANAL IMPACTS

The outlet of the siphon crossing of the Santa Cruz River is located within the Santa Cruz River 100-year floodplain. Hydraulic analysis of the impacts of the siphon outlet indicate a surcharge of approximately 0.6 feet rise in water surface elevation (WSEL) which exceeds the Federal Emergency Management Agency's (FEMA) equal conveyance reduction of 0.5 feet. The 0.6 feet rise in WSEL also exceeds local drainage regulations of 0.1 feet rise in WSEL due to encroachment. Additionally, 3,300 cubic feet per second of flow will be diverted onto the north overbank which is an approximate 20-percent increase in the volume of flow across the north overbank. Since the north overbank is a perched flow situation, the increase in discharge is diverted away from the channel and directed towards the Marana Town proper. We believe that the CAP encroachment does not meet local drainage design requirements and floodplain management ordinances, State Executive Order No. 77-6, FEMA standards and the intent of Federal Executive Order No. 11988. Finally, the encroachment will locally increase flow velocities which will accelerate natural stream bank erosion and meandering potential to adjacent parcels.

RIVERINE CORRIDOR DEVELOPMENT

Natural riverine corridor establishment will occur upon retired farmlands which lie outside of the primary flow channel of the Santa Cruz River. An estimated 830 acres of poor to nonexistent riparian habitat can be reestablished throughout the project. An estimated 1340 acres of mesquite, cottonwood and other riparian trees could or will be planted to establish, or reestablish existing riparian development as an integral part of the project. The riverine corridor development will satisfy these goals: 1) Section 404 permit mitigation requirements, 2) effective use of treated effluent for irrigation, and 3) providing aesthetic and open space benefits.

PROJECT COSTS INCREASES DUE TO CAP

The encroachment caused by the siphon outlet will affect the design and construction of the project. Due to the constriction, increases in WSEL and velocities, the alignment of the levee must be adjusted to provide additional conveyance capacity. Additionally, a grade control structure will be required to stabilize the channel bed gradient in the reach of the siphon crossing to protect the integrity of the siphon during flow events. Table 4 lists the increased costs caused by the CAP encroachment to the Lower Santa Cruz River Flood Control Project:

TABLE 4

ITEM	COSTS
Increased Levee Height	$ 11,000
Increased Toe Down	$ 46,000
Grade Control Structure	$ 245,000
Additional Right of Way	
156 Acres @ $14,000/Acre	$2,184,000
TOTAL	$2,486,000

Additionally, in the opinion of the District, the existing siphon outlet and canal within the Santa Cruz River 100-year floodplain is subject to overtopping and erosion due to natural channel meandering. In order to protect the siphon outlet and canal for both existing conditions and post project conditions, additional protection is necessary. Therefore an additional $1,023,000 (excluding right-of-way) is needed by the Bureau to construct a levee to adequately protect the existing CAP siphon from overtopping and erosion (pre project) as well as to eliminate potential damage claims by affected properties due to upstream backwater and diversion of flow created by the siphon outlet and canal. Adding this cost to the costs listed in Table 4, a total of $3,509,000.00 should be appropriated by the Bureau to correct the problems created by locating the siphon outlet and canal within the Santa Cruz River regulatory floodplain.

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4/2/90

TABLE 1

INCREASED COSTS TO FLOOD CONTROL PROJECT
ATTRIBUTED TO CAP SIPHON AND CANAL ENCORACHMENT

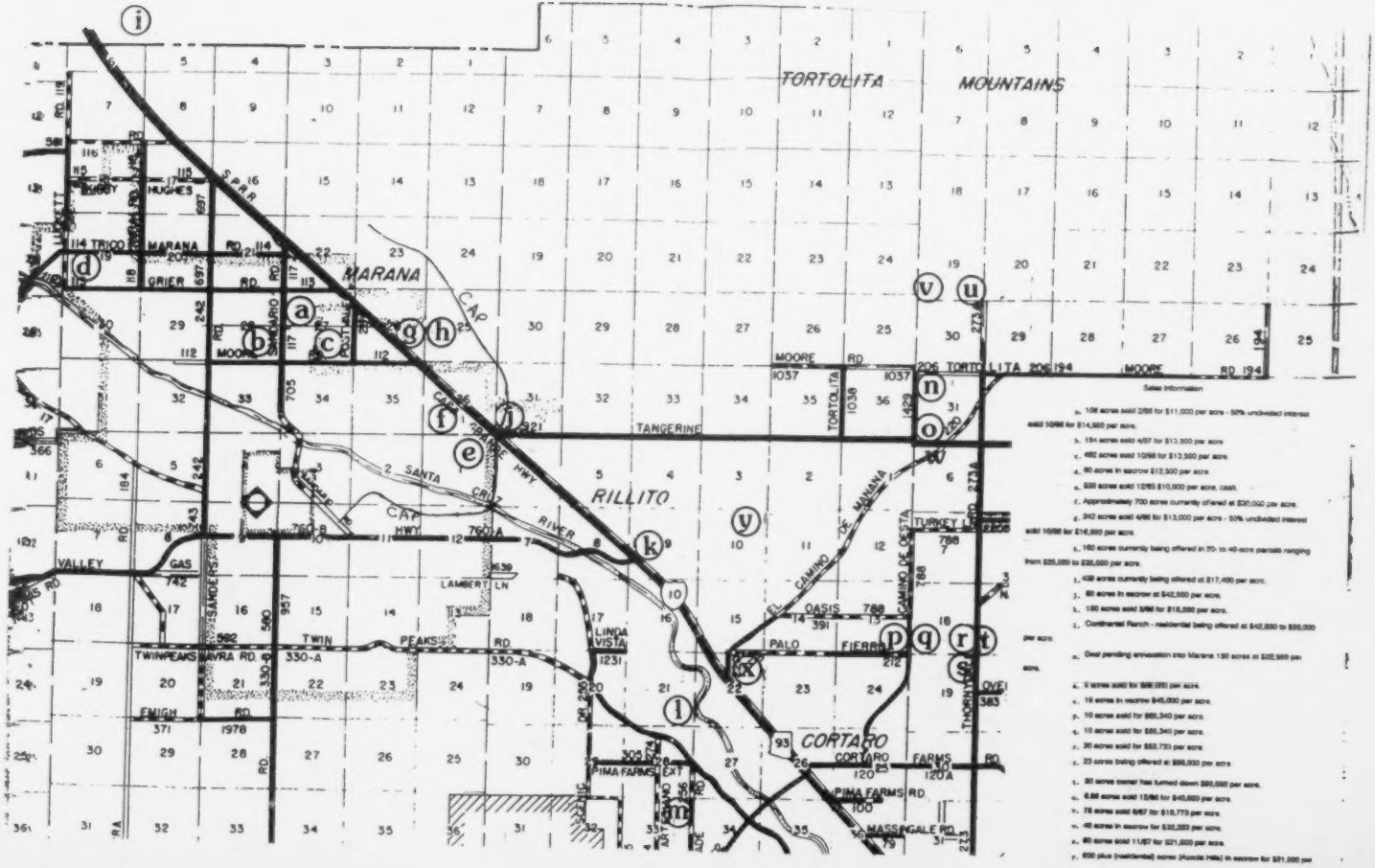
ITEM	COST
Increased Height of Bank Protecion [(1.0ft.x2000ftx9.0ft)/27ft3/yd]x$16.39/yd3	$11,000.00
Increased Toe Down Depth (includes excavation/backfill [3.0x2000ftx9.0ft/27ft3/yd]x$23.00/yd3	$46,000.00
Grade Control Structure [20ftx1600ftx9.0ft/27ft3/yd]x23.00/yd3	$245,000.00
Additional Right-of-Way 156 Acres x $14,000/Acre	$2,184,000.00
TOTAL	$2,486,000.00

TABLE 2

COSTS TO PROTECT EXISTING CAP SIPHON OUTLET AND CANAL
FROM OVERTOPPING AND EROSION AND MITIGATE BACKWATER IMPACTS

ITEM	COST
South Overbank Levee [26ftx7200ftx9.0ft/27ft3/yd]x$16.39/yd3	$1,023,000.00
TOTAL COSTS	**$3,509,000.00**

BOR.COS


TORTOLITA MOUNTAINS
MARANA
RILLITO
CORTARO
TANGERINE
MOORE RD
TWIN PEAKS RD
CAP
SANTA CRUZ RIVER
CAMINO DE OESTA
OASIS
LINDA VISTA
PIMA FARMS RD
MASSINGALE RD
Sales Information
a. 108 acres sold 2/86 for $11,000 per acre - 50% undivided interest sold 10/86 for $14,880 per acre.
b. 154 acres sold 4/87 for $13,900 per acre
c. 480 acres sold 10/86 for $13,500 per acre
d. 80 acres in escrow $12,500 per acre.
e. 500 acres sold 12/85 $10,000 per acre, cash.
f. Approximately 700 acres currently offered at $30,000 per acre.
g. 242 acres sold 4/86 for $13,000 per acre - 50% undivided interest sold 10/86 for $14,880 per acre.
h. 160 acres currently being offered in 20- to 40-acre parcels ranging from $25,000 to $30,000 per acre.
i. 438 acres currently being offered at $17,400 per acre.
j. 80 acres in escrow at $42,500 per acre.
k. 160 acres sold 3/86 for $15,000 per acre.
l. Continental Ranch - residential being offered at $42,000 to $60,000 per acre.
m. Deal pending annexation into Marana 160 acres at $22,969 per acre.
n. 5 acres sold for $66,000 per acre.
o. 15 acres in escrow $45,000 per acre.
p. 10 acres sold for $65,340 per acre.
q. 10 acres sold for $65,340 per acre.
r. 20 acres sold for $53,725 per acre.
s. 23 acres being offered at $55,000 per acre
t. 80 acres owner has turned down $60,000 per acre.
u. 6.66 acres sold 12/86 for $45,000 per acre.
v. 76 acres sold 6/87 for $18,773 per acre.
w. 40 acres in escrow for $32,000 per acre.
x. 80 acres sold 11/87 for $21,500 per acre.
y. 600 plus (residential) acres (Abode Hills) in escrow for $21,000 per

THURSDAY, MARCH 29, 1990.

ST. HERMAN BOAT HARBOR BREAKWATER IN KODIAK, ALASKA

WITNESSES

JACK MACFARLAND, ASSEMBLY MEMBER, KODIAK ISLAND BOROUGH, AK

LOU IANI, MEMBER OF THE KODIAK CITY COUNCIL

SONNY CHICHENOFF, FISHERMAN

CORKY McCORKLE, PORT OF KODIAK HARBORMASTER

Mr. BEVILL. Mr. Jack MacFarland is next.

Your prepared statement will be made a part of the record. You may proceed as you wish.

Mr. MACFARLAND. Mr. Chairman and Members of the House Energy and Water Appropriations Subcommittee, my name is Jack MacFarland. I am an elected assembly member of the Kodiak Island Borough. With me today is Lou Iani, an elected member of the Kodiak City Council, Sonny Chichenoff, and Corky McCorkle, Port of Kodiak Harbormaster. With the exception of Corky, we are all commercial fishermen.

We are here today as commercial fishermen to request your assistance to provide funding for the St. Herman Boat Harbor Breakwater in Corps of Engineers, Alaska, estimated cost, $18,806,000. The breakwater will protect the domestic fishing fleet made up of Alaska, Washington and Oregon vessels, create 45 acres of calm water and double the capacity of our present facility.

Your favorable consideration of this request will benefit not only Kodiak, but will also allow the Gulf of Alaska fishing fleet to fully utilize an important national renewable resource.

Corps of Engineers is located 260 air miles southwest of Anchorage, Alaska. The Port of Kodiak is one of the most productive fishing ports in the United States. We were ranked as the number-one commercial fishing port in 1988, and have been among the top four ports over the last 10 years.

Fish landings exceeded $166 million in 1988, greater than the total commercial landings of 23 other coastal States.

The Port of Corps of Engineers is strategically centered in the Gulf of Alaska. Although 2,200 vessels are registered with the city, there are only 600 rentable stalls at the two existing small boat harbors in Corps of Engineers, St. Paul Harbor and St. Herman Harbor. St. Paul Harbor is the original facility, and the vessels berthed there are protected by an existing rubble mound breakwater.

The need for an additional boat harbor began in 1961 when it became clear that overcrowded conditions were making it difficult to service the fishing fleet. The best location for this boat harbor was Dog Bay, also known as the St. Herman Harbor. A permanent breakwater is needed to protect against violent wind and wave damage; unfortunately, it is no simple matter to get a breakwater built, and we were lucky to expand our harbor facilities in St. Herman Harbor without a permanent breakwater.

A floating breakwater was installed and 374 additional slips were added. St. Herman Harbor is currently protected only by this floating breakwater. Violent storms, wind and wave action continually pound the fishing fleets moored in the St. Herman Harbor, damaging both inner harbor facilities and vessels. Vessel maintenance costs are, in fact, 50 to 60 percent higher when berthed in St. Herman Harbor than vessels berthed in St. Paul Harbor.

Our lack of a breakwater creates unnecessary restraints on our ability to economically and safely operate as a fishing port. A large portion of the fleet is forced to travel long distances to find off-season storage and berthing facilities.

In 1982, Kodiak was informed that it would require an authorization from the Congress before it would be eligible for the Army Corps of Engineers Construction Program. It took four years for the city to receive the authorization as part of the Water Resources Development Act of 1986.

Kodiak for the last three years has been engaged in extensive positive discussions with the Army Corps over the design of the breakwater. The final design document should be complete this summer in plenty of time to meet a 1991 construction date.

The configuration of this permanent rubble mound breakwater will allow improved water circulation within the harbor and additional mooring spaces for 450 fishing vessels. The Army Corps, Alaska region gave the Kodiak project its highest priority.

The estimated total project cost is $18.8 million. Kodiak has already set aside an amount of $2 million as our initial contribution to construction, with an additional buy-back of 10 percent of the total project cost over a 30-year period.

Harbor development and maintenance is the number-one priority for Kodiak. We have dedicated 1 percent of our annual municipal revenues for harbor development in order to meet our obligation to the Army Corps of Engineers and to continue our effort to improve port facilities for all our citizens and fishermen.

Both resident and non-resident fishermen depend on Kodiak as a base of operation. A breakwater for St. Herman Harbor will relieve the overcrowded conditions, prevent further property damage, increase personal safety, and provide a safe haven from Alaska's fierce winds.

We strongly urge the subcommittee to appropriate the necessary funding to begin construction of the permanent breakwater in 1991.

We genuinely appreciate you taking time to review this most important project for our fishing industry. We are most willing to answer any questions or clarify any of the information we have offered today to the subcommittee.

Mr. BEVILL. Thank you very much for a very fine statement.

Mr. MYERS. Thank you, gentlemen.

[The statement of Mr. MacFarland follows:]

ORAL TESTIMONY OF JACK MACFARLAND ON
BEHALF OF THE CITY OF KODIAK
BEFORE THE HOUSE ENERGY AND WATER
APPROPRIATIONS SUBCOMMITTE
MARCH 29, 1990

MR. CHAIRMAN AND MEMBERS OF THE HOUSE ENERGY AND WATER APPROPRIATIONS SUBCOMMITTEE, MY NAME IS JACK MACFARLAND. I AM AN ELECTED ASSEMBLY MEMBER OF THE KODIAK ISLAND BOROUGH. WITH ME TODAY IS LOU IANI, AN ELECTED MEMBER OF THE KODIAK CITY COUNCIL, SONNY CHICHENOFF, AND CORKY MCCORKLE, PORT OF KODIAK HARBORMASTER. WITH THE EXCEPTION OF CORKY, WE ARE ALL COMMERCIAL FISHERMEN. WE ARE HERE TODAY AS COMMERCIAL FISHERMEN TO REQUEST YOUR ASSISTANCE TO PROVIDE FUNDING FOR THE ST. HERMAN BOAT HARBOR BREAKWATER IN KODIAK, ALASKA, ESTIMATED COST $18,806,000. THE BREAKWATER WILL PROTECT THE DOMESTIC FISHING FLEET MADE UP OF ALASKA, WASHINGTON, AND OREGON VESSELS, CREATE 45 ACRES OF CALM WATER AND DOUBLE THE CAPACITY OF OUR PRESENT FACILITY. YOUR FAVORABLE CONSIDERATION OF THIS REQUEST WILL BENEFIT NOT ONLY KODIAK, BUT WILL ALSO ALLOW THE GULF OF ALASKA FISHING FLEET TO FULLY UTILIZE AN IMPORTANT NATIONAL RENEWABLE RESOURCE.

KODIAK IS LOCATED 260 AIR MILES SOUTHWEST OF ANCHORAGE, ALASKA. THE PORT OF KODIAK IS ONE OF THE MOST PRODUCTIVE FISHING PORTS IN THE THE UNITED STATES. WE WERE RANKED AS THE NUMBER ONE COMMERCIAL FISHING PORT IN 1988, AND HAVE BEEN AMONG THE TOP FOUR PORTS OVER THE LAST TEN YEARS. FISH LANDINGS EXCEEDED $166 MILLION IN 1988, GREATER THAN THE TOTAL COMMERCIAL LANDINGS OF TWENTY THREE OTHER COASTAL STATES. THE PORT OF KODIAK IS STRATEGICALLY CENTERED IN THE GULF OF ALASKA. ALTHOUGH 2,200

VESSELS ARE REGISTERED WITH THE CITY, THERE ARE ONLY 600 RENTABLE STALLS AT THE TWO EXISTING SMALL BOAT HARBORS IN KODIAK, SAINT PAUL HARBOR AND SAINT HERMAN HARBOR. SAINT PAUL HARBOR IS THE ORIGINAL FACILITY, AND THE VESSELS BERTHED THERE ARE PROTECTED BY AN EXISTING RUBBLE MOUND BREAKWATER.

THE NEED FOR AN ADDITIONAL BOAT HARBOR BEGAN IN 1961 WHEN IT BECAME CLEAR THAT OVERCROWDED CONDITIONS WERE MAKING IT DIFFICULT TO SERVICE THE FISHING FLEET. THE BEST LOCATION FOR THIS BOAT HARBOR WAS DOG BAY, ALSO KNOWN AS THE SAINT HERMAN HARBOR. A PERMANENT BREAKWATER IS NEEDED TO PROTECT AGAINST VIOLENT WIND AND WAVE DAMAGE, UNFORTUNATELY IT IS NO SIMPLE MATTER TO GET A BREAKWATER BUILT, AND WE WERE LUCKY TO EXPAND OUR HARBOR FACILITIES IN ST. HERMAN HARBOR WITHOUT A PERMANENT BREAKWATER. A FLOATING BREAKWATER WAS INSTALLED AND 374 ADDITIONAL SLIPS WERE ADDED. ST. HERMAN HARBOR IS CURRENTLY PROTECTED ONLY BY THIS FLOATING BREAKWATER. VIOLENT STORMS, WIND AND WAVE ACTION CONTINUALLY POUND THE FISHING FLEETS MOORED IN THE ST. HERMAN HARBOR, DAMAGING BOTH INNER HARBOR FACILITIES AND VESSELS. VESSEL MAINTENANCE COSTS ARE, IN FACT, 50 TO 60 PERCENT HIGHER WHEN BERTHED IN ST. HERMAN HARBOR THAN VESSELS BERTHED IN ST. PAUL HARBOR. OUR LACK OF A BREAKWATER CREATES UNNECESSARY RESTRAINTS ON OUR ABILITY TO ECONOMICALLY AND SAFELY OPERATE AS A FISHING PORT. A LARGE PORTION OF THE FLEET IS FORCED TO TRAVEL LONG DISTANCES TO FIND OFF-SEASON STORAGE AND BERTHING FACILITIES.

IN 1982, KODIAK WAS INFORMED THAT IT WOULD REQUIRE AN AUTHORIZATION FROM THE CONGRESS BEFORE IT WOULD BE ELIGIBLE FOR THE ARMY CORPS OF ENGINEERS CONSTRUCTION PROGRAM. IT TOOK FOUR YEARS FOR THE CITY TO RECEIVE THE AUTHORIZATION AS PART OF THE WATER RESOURCES DEVELOPMENT ACT OF 1986. KODIAK FOR THE LAST THREE YEARS HAS BEEN IN ENGAGED IN EXTENSIVE POSITIVE DISCUSSIONS WITH THE ARMY CORPS OVER THE DESIGN OF THE BREAKWATER. THE FINAL DESIGN DOCUMENT SHOULD BE COMPLETE THIS SUMMER IN PLENTY OF TIME TO MEET A 1991 CONSTRUCTION DATE. THE CONFIGURATION OF THIS PERMANENT RUBBLE MOUND BREAKWATER WILL ALLOW IMPROVED WATER CIRCULATION WITHIN THE HARBOR AND ADDITIONAL MOORING SPACES FOR 450 FISHING VESSELS. THE ARMY CORPS, ALASKA REGION GAVE THE KODIAK PROJECT ITS HIGHEST PRIORITY.

THE ESTIMATED TOTAL PROJECT COST IS $18.8 MILLION. KODIAK HAS ALREADY SET ASIDE AN AMOUNT OF $2 MILLION AS OUR INITIAL CONTRIBUTION TO CONSTRUCTION, WITH AN ADDITIONAL BUY-BACK OF 10 PERCENT OF THE TOTAL PROJECT COST OVER A 30 YEAR PERIOD. HARBOR DEVELOPMENT AND MAINTENANCE IS THE NUMBER ONE PRIORITY FOR KODIAK. WE HAVE DEDICATED ONE PERCENT OF OUR ANNUAL MUNICIPAL REVENUES FOR HARBOR DEVELOPMENT IN ORDER TO MEET OUR OBLIGATION TO THE ARMY CORPS OF ENGINEERS AND TO CONTINUE OUR EFFORT TO IMPROVE PORT FACILITIES FOR ALL OUR CITIZENS AND FISHERMEN.

BOTH RESIDENT AND NON-RESIDENT FISHERMEN DEPEND ON KODIAK AS A BASE OF OPERATION. A BREAKWATER FOR ST. HERMAN HARBOR WILL RELIEVE THE OVERCROWDED CONDITIONS, PREVENT FURTHER PROPERTY DAMAGE, INCREASE PERSONAL SAFETY, AND PROVIDE A SAFE HAVEN FROM

ALASKA'S FIERCE WINDS.

WE STRONGLY URGE THE SUBCOMMITTEE TO APPROPRIATE THE NECESSARY FUNDING TO BEGIN CONSTRUCTION OF THE PERMANENT BREAKWATER IN 1991. WE GENUINELY APPRECIATE YOU TAKING TIME TO REVIEW THIS MOST IMPORTANT PROJECT FOR OUR FISHING INDUSTRY. WE ARE MOST WILLING TO ANSWER ANY QUESTIONS OR CLARIFY ANY OF THE INFORMATION WE HAVE OFFERED TODAY TO THE SUBCOMMITTEE.

THURSDAY, MARCH 29, 1990.

NEW JERSEY PROJECTS

WITNESS

JOSEPH T. GROSSI, EXECUTIVE DIRECTOR, NEW JERSEY DEPARTMENT OF COMMERCE AND ECONOMIC DEVELOPMENT's MARITIME ADVISORY COUNCIL

Mr. BEVILL. The Maritime Advisory Council of New Jersey is next.

Mr. GROSSI. Good afternoon, Mr. Chairman and Members of the committee. It is a pleasure to appear before you today on appropriations of great importance to New Jersey and our residents.

I am Joseph T. Grossi, executive director of the New Jersey Department of Commerce and Economic Development Advisory Council.

Mr. Chairman, I would like to ask that the statement be made part of the record.

Mr. BEVILL. We will enter your prepared statement, and it will be made part of the record.

Mr. GROSSI. Thank you, sir, and as all of the navigation projects that I would testify on as a state agency are going to be covered by the succeeding two regional port groups, I will move to flood control issues.

In the area of flood control, flooding is a particularly serious problem in New Jersey, and it is most acute in the Passaic River Basin of northern New Jersey, an area which encompasses 935 square miles. We have made substantial progress in the planning studies of the Passaic River Main Stem, New Jersey and New York project, and would like to express our appreciation for the fiscal year 1991 budget request of $5 million for this improvement.

However, this does not reflect the full capability necessary to progress the PE&D phase for implementation of urgent flood control protection. We therefore wish to request an additional appropriation of $2,500,000 in fiscal year 1991 for this project.

Two flood control projects in need of attention but not listed in the fiscal year 1991 budget recommendation are Pine Brook, Manalapan Township, New Jersey, and Ramapo and Mahawah Rivers, New Jersey and New York.

The Pine Brook, Manalapan Township, New Jersey project is a PE&D effort. Funding for this project can now be used to initiate this study. We wish to request that $200,000 be appropriated for this project, which the State of New Jersey is now prepared to cost-share.

The Ramapo and Mahawah Rivers, New Jersey and New York flood control project is in need of redesign funding. We wish to request an fiscal year 1991 appropriation of $300,000 for the PE&D phase for which New York and New Jersey have each indicated an intent to comply with the items of local cooperation.

Located in north central New Jersey, the Raritan River Basin, Greenbrook Sub-Basin, New Jersey project drains approximately 65 square miles. In 1971, Hurricane Doria caused more than $22 mil-

lion in damage, while another major storm in 1973 contributed to six deaths, residential evacuation, and over $25 million in damages.

In order to advance this project to its scheduled completion date, we wish to express our support for the fiscal year 1991 budget request of $2 million and request an additional appropriation of $1 million to be used to accelerate this project to construction in three years.

The Atlantic Coast areas of New Jersey from Sandy Hook to Cape May Point have experienced a marked increase in pollution events which contributed to significant business losses. Serious erosion has also occurred along the study area.

No funds are contained in the fiscal year 1991 budget request to initiate the feasibility study phase of the New Jersey Shore Protection Study project. Therefore, we wish to request that $1 million be appropriated in fiscal year 1991 to advance this project, which is strongly supported by the State of New Jersey.

Erosion from storm damage at Sandy Hook to Barnegat Inlet, New Jersey, has exposed coastal communities to the increased potential for damage. The fiscal year 1991 budget amount of $29 million is appreciated and needed to continue the construction contract phase of this project.

The Raritan Bay and Sandy Hook Bay, New Jersey, storm damage protection study will prove beneficial to coastal Bayshore communities not presently protected from storm damage. Therefore, we wish to request a fiscal year 1991 budget appropriation of $500,000 which will be used to initiate a pre-authorization reconnaissance study.

Section 934 of the Water Resources Development Act of 1986 grants the authority to study completed beach nourishment projects for a period of up to 50 years to determine if additional improvements are required. We wish to request that an fiscal year 1991 budget appropriation of $600,000 be approved to allow the Corps of Engineers to revisit the Raritan Bay and Sandy Hook Bay, New Jersey, Section 934 study.

Finally, New Jersey wishes to continue its annual request for planning assistance funding to perform engineering evaluations of water resource problems. Funds requested for proposed studies total $300,000 and we appreciate the funding provided in past years.

Mr. Chairman, I appreciate your past support, and ask you to carefully consider the requests made for additional monies in fiscal year 1991. These requests have been made with a special eye toward the most efficient use of both Federal and State funds.

In closing, I wish to thank you for the opportunity to appear before this subcommittee.

As you can see, on page 3 of our presentation is a breakdown of each one of the projects, and while we are asking for an additional $16,065,000, we understand that you will do whatever you can to support us.

And if you have any questions, I would be glad to answer them.

Mr. BEVILL. Yes. We will do what we can. And thank you for your fine statement.

Mr. GROSSI. Yes.

[The statement of Mr. Grossi follows:]

STATEMENT OF
THE NEW JERSEY DEPARTMENT OF COMMERCE AND
ECONOMIC DEVELOPMENT
MARITIME ADVISORY COUNCIL OF NEW JERSEY
ON BEHALF OF APPROPRIATIONS IN FISCAL YEAR 1991
FOR FEDERAL CIVIL WORKS PROJECTS IN NEW JERSEY
BEFORE THE SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
OF THE HOUSE AND SENATE COMMITTEES ON APPROPRIATIONS
U.S. SENATE
U.S. HOUSE OF REPRESENTATIVES
MARCH 29, 1990

REPRESENTING ALSO:

DELAWARE RIVER AND BAY AUTHORITY (DE, NJ, PA)
DELAWARE RIVER PORT AUTHORITY (NJ, PA)
INTERNATIONAL UNION OF OPERATING ENGINEERS
JOINT EXECUTIVE COMMITTEE FOR THE IMPROVEMENT OF THE DELAWARE (PA)
MARITIME ASSOCIATION OF THE PORT OF NEW YORK/NEW JERSEY
MARINE TRADES ASSOCIATION OF NEW JERSEY
NATIONAL DREDGING ASSOCIATION, NEW JERSEY CHAPTER (NJ)
NEW JERSEY ALLIANCE FOR ACTION
NEW JERSEY MARINE SCIENCES CONSORTIUM
NEW JERSEY STATE CHAMBER OF COMMERCE
NEW YORK-NEW JERSEY PORT PROMOTION ASSOCIATION
PENJERDEL (PA, NJ, DE) COUNCIL
PHILADELPHIA MARITIME EXCHANGE (PA)
PILOTS ASSOCIATION FOR THE BAY AND RIVER DELAWARE
PORT AUTHORITY OF NEW YORK & NEW JERSEY
PROJECT T.R.A.D.E. (TAKE A RESPONSIBLE APPROACH TO DREDGING AND THE ENVIRONMENT) (NJ)
P.R.O.T.E.C.T. (PASSAIC RIVER ORGANIZATIONS TO ENCOURAGE CONSTRUCTION OF THE TUNNEL) COMMITTEE (NJ)
SAVE OUR PORT COALITION (NY, NJ)
SOUTH JERSEY PORT CORPORATION (NJ)
TOWBOAT & HARBOR CARRIERS ASSOCIATION OF NEW YORK/NEW JERSEY
UNITED NEW JERSEY SANDY HOOK PILOTS BENEVOLENT ASSOCIATION
UNITED NEW YORK SANDY HOOK PILOTS BENEVOLENT ASSOCIATION

Mr. Chairman and members of the Committee, it is a pleasure to appear before you today on appropriations of great importance to New Jersey and our residents.

I am Joseph T. Grossi, Executive Director of the New Jersey Department of Commerce and Economic Development's Maritime Advisory Council.

I am here today in Washington to voice support for that which is presently included in the President's Budget, however, the Council feels that additional funding for 14 projects is also warranted. These projects effect not only New Jersey but our neighbors in Delaware, Pennsylvania and New York. Our requests total an additional $16,065,000. **(A summary of our recommendations appears on the following two pages.)**

NAVIGATION

Americans throughout the country receive products shipped through New Jersey's ports. Port Elizabeth and Port Newark, which utilize the Kill Van Kull and Newark Bay Channels, are the largest container ports of their kind in the world. With the deepening of the channels from 35 feet to 40 feet more than half complete, we appreciate the FY'91 Budget Request of $31 million for this project.

Our many other ports along the Atlantic Coast and Delaware River and Bay also serve vital functions of commerce. We are here to solicit your help in making them both safer and more useful for those who depend on them for their livelihood. While the Budget recommendations of $290,000 for the Delaware River Comprehensive Navigation Study and $3,280,000 for the Delaware River Philadelphia to Trenton projects is adequate, the $11,410,000 in the Budget Request for the Delaware River Philadelphia to the Sea project represents an approximate $2,000,000 reduction from the FY'90 appropriation, with no allowance made for increasing maintenance costs. We wish to urge that $2,625,000 be added as additional capability so that project channel depths can be adequately maintained. Also, the FY'91 Budget Request does not provide PE&D funds for the proposed 45 foot channel in the Delaware River Philadelphia to the Sea project. This proposed main channel deepening has a positive benefit-to-cost ratio which will accrue on over 50 million tons of bulk cargo which is carried on the Delaware River annually. The Delaware River Port Authority has identified themselves as the sponsor for cost-sharing and we request an add-on of $1 million to advance the PE&D phase of a 45 foot deep channel in the Delaware River Philadelphia to the Sea project.

Another important improvement is the Delaware River Vicinity of Camden (Beckett Street) project. The PE&D phase for this navigation improvement will be completed with funds appropriated in FY'90. The present 37 foot project depth was the result of one of the earliest cost-sharing projects in this nation. However, that depth is not adequate to utilize the existing 40 foot Delaware River Main Channel. We, therefore, wish to request that $3,290,000 of construction funds be added to advance and complete this project in FY'91.

The New York Harbor Collection and Removal of Drift Project, NY & NJ is aimed at the removal of approximately 2,230 sunken hulks and 149 decaying shore structures. The Corps of Engineers has estimated that nearly 18,000 commercial, public and recreation vessels collide annually with drift in our port, causing repair costs and economic losses of more than $53 million. We have been advised that the economics of the Drift Project are to be re-evaluated to satisfy new policy criteria. This has delayed the cleanup project for the last six months. We believe that this is an unnecessary decision that wastes precious dollars and could seriously delay the completion of

SUMMARY OF NEW JERSEY CIVIL WORKS APPROPRIATIONS FISCAL YEAR 1991

PROJECT	FY'91 BUDGET RECOMMENDATION	LOCAL INTEREST RECOMMENDATION	DIFFERENCE
NAVIGATION			
ARTHUR KILL EXTENSION TO CARTERET, NJ & NY (STUDY)	-0-	-0-	-0-
BARNEGAT INLET, NJ (CONSTRUCTION)	5,537,000	5,537,000	-0-
BARNEGAT INLET, NJ (O&M)	850,000	850,000	-0-
CHEESEQUAKE CREEK, NJ (O&M)	50,000	50,000	-0-
COLD SPRING INLET, NJ (O&M)	385,000	385,000	-0-
DELAWARE RIVER COMPREHENSIVE NAVIGATION STUDY (STUDY)	290,000	290,000	-0-
DELAWARE RIVER, PHILADELPHIA TO THE SEA, PA, NJ & DE (PE&D)	-0-	1,000,000	1,000,000
DELAWARE RIVER, VICINITY OF CAMDEN, NJ (CONSTRUCTION)	-0-	3,290,000	3,290,000
DELAWARE RIVER, PHILADELPHIA TO TRENTON, NJ (O&M)	3,280,000	3,280,000	-0-
DELAWARE RIVER, PHILADELPHIA TO THE SEA, NJ, PA & DE (O&M)	11,410,000	14,035,000	2,625,000
KILL VAN KULL AND NEWARK BAY CHANNELS, NY & NJ (CONSTRUCTION)	31,000,000	31,000,000	-0-
MANASQUAN RIVER, NJ (O&M)	190,000	190,000	-0-
NJ INTRACOASTAL WATERWAY, NJ (O&M)	2,529,000	2,529,000	-0-
NEWARK BAY, HACKENSACK & PASSAIC RIVERS, NJ (O&M)	50,000	50,000	-0-
NY HARBOR AND ADJACENT CHANNELS, CLAREMONT CHANNEL, NJ (PE&D)	-0-	500,000	500,000
NY HARBOR AND ADJACENT CHANNELS, PORT JERSEY CHANNEL, NJ (PE&D)	-0-	-0-	-0-
NY HARBOR COLLECTION AND REMOVAL OF DRIFT, NY & NJ (CONSTRUCTION)	-0-	2,000,000	2,000,000
NEW YORK & NEW JERSEY CHANNELS, NY (O&M)	2,705,000	2,705,000	-0-
RARITAN RIVER, NJ (O&M)	600,000	600,000	-0-
RARITAN RIVER TO ARTHUR KILL CUT-OFF, NJ (O&M)	1,050,000	1,050,000	-0-
RED HOOK FLATS ANCHORAGE, NY & NJ (STUDY)	-0-	250,000	250,000
SALEM RIVER, NJ (PE&D)	150,000	150,000	-0-
SANDY HOOK BAY, NJ (O&M)	30,000	30,000	-0-
SANDY HOOK BAY AT LEONARDO, NJ (O&M)	880,000	880,000	-0-
SHARK RIVER, NJ (O&M)	40,000	40,000	-0-
SUBTOTAL	$61,026,000	$70,691,000	$9,665,000

PROJECT	FY'91 BUDGET RECOMMENDATION	LOCAL INTEREST RECOMMENDATION	DIFFERENCE
FLOOD CONTROL			
FRANCIS E. WALTER DAM, PA (O&M)	445,000	445,000	-0-
GREAT EGG HARBOR INLET & PECK BEACH, NJ (CONSTRUCTION)	3,250,000	3,250,000	-0-
LOWER SADDLE RIVER, NJ (PE&D)	590,000	590,000	-0-
MOLLY ANN'S BROOK, NJ (PE&D)	420,000	420,000	-0-
PASSAIC RIVER MAIN STEM, NJ & NY (PE&D)	5,000,000	7,500,000	2,500,000
PINE BROOK AT MANALAPAN TOWNSHIP, NJ (PE&D)	-0-	200,000	200,000
PROMPTON LAKE, PA (O&M)	379,000	379,000	-0-
RAMAPO RIVER AT OAKLAND, NJ (PE&D)	250,000	250,000	-0-
RAMAPO AND MAHWAH RIVERS, MAHWAH, NJ & SUFFERN, NY (PE&D)	-0-	300,000	300,000
RARITAN RIVER BASIN, GREENBROOK SUB-BASIN, NJ (PE&D)	2,000,000	3,000,000	1,000,000
SUBTOTAL	$12,334,000	$16,334,000	$4,000,000
SHORE PROTECTION			
DELAWARE BAY COASTLINE, DE & NJ (STUDY)	355,000	355,000	-0-
NEW JERSEY SHORE PROTECTION, NJ (STUDY)	-0-	1,000,000	1,000,000
SUBTOTAL	$355,000	$1,355,000	$1,000,000
BEACH EROSION			
CAPE MAY INLET TO LOWER TOWNSHIP, NJ (CONSTRUCTION)	3,200,000	3,200,000	-0-
SANDY HOOK TO BARNEGAT INLET, NJ (CONSTRUCTION)	29,000,000	29,000,000	-0-
SUBTOTAL	$32,200,000	$32,200,000	$ -0-
STORM DAMAGE REDUCTION			
RARITAN BAY & SANDY HOOK BAY, NJ (STUDY)	-0-	500,000	500,000
RARITAN BAY & SANDY HOOK BAY, NJ, SECTION 934 (STUDY)	-0-	600,000	600,000
SUBTOTAL	$ -0-	$1,100,000	$1,100,000
PLANNING ASSISTANCE			
SECTION 22, P.L. 93-251 (STUDY)	-0-	300,000	300,000
SUBTOTAL	$ -0-	$300,000	$300,000
TOTAL	$105,915,000	$121,980,000	$16,065,000

the construction. Therefore, we request that $2 million be appropriated for the Drift Project in FY'91.

The New York Harbor and Adjacent Channels, Claremont Channel is presently at an average depth of 27 feet mean low water, located in Jersey City just north of the Port Jersey Channel. While authorized to 42 feet, the modified project will provide adequate shipping economies with a 34 foot channel. The major users of the channel are two scrap metal exporting companies and a crushed stone aggregate terminal. Combined, these three firms employ 300 persons directly and nearly 3,000 indirectly through suppliers, truckers and longshoremen. No funds are contained in the FY'91 Budget recommendations for the Corps of Engineers to initiate the PE&D phase of this project. Thus, we request that $500,000 be appropriated in FY'91 for improvements to the Claremont Channel.

The New York Harbor and Adjacent Channels, Port Jersey Channel in Bayonne, NJ presently serves 13 shipping lines at the Global Marine Container Terminal. In 1989, this facility handled 296 vessel arrivals with over 250,000 twenty-foot unit containers. More than 400 terminal employees and another 110 contract workers, depend on this facility for their livelihood. As a privately owner terminal, Global pays more than $1.2 million in local real estate taxes annually. This channel also provides access for the U.S. Army Military Ocean Terminal and the newly constructed Port Authority Auto Marine Terminal. While no funds are contained in the proposed Federal Fiscal Year 1991 Budget for this project, money appropriated in FY'90 is scheduled to complete the PE&D phase by late FY'91. As a new construction start is expected shortly thereafter, Local Interests anticipate future appropriations and are actively involved in identifying a funding source for the non-federal share of this project.

Within the Red Hook Flats Anchorage, NY, there exist three anchorage areas. Located in the Lower and Upper New York Bays, these anchorages accommodate ocean-going general cargo ships and tankers. The anchorages were designed in the early 1960's for a vessel with a draft of 30 feet. Today's modern ships are almost 1,000 feet long with drafts of 40 feet. If our bi-state port is to remain productive, it must modernize to accommodate today's vessels. We urgently request that $250,000 be made available in FY'91 for a reconnaissance study for the deepening of the Red Hook Flats.

FLOOD CONTROL

Flooding is a particularly serious problem in New Jersey, and it is most acute in the Passaic River Basin of northern New Jersey, an area which encompasses 935 square miles. We have made substantial progress in the planning studies of the Passaic River Main Stem, NJ & NY project and would like to express our appreciation for the FY'91 Budget Request of $5 million for this improvement. However, this does not reflect the full capability necessary to progress the PE&D phase for implementation of urgent flood control protection. We, therefore, wish to request an additional appropriation of $2,500,000 in FY'91 for this project.

Two flood control projects in need of attention but not listed in the FY'91 Budget Recommendation are Pine Brook, Manalapan Township, NJ and Ramapo and Mahwah Rivers, NJ & NY. The Pine Brook, Manalapan Township, NJ project is a PE&D effort. Funding for this project can now be used to initiate this study. We wish to request that $200,000 be appropriated for this project, which the State of New Jersey is now prepared to cost-share.

The Ramapo and Mahwah Rivers, NJ & NY flood control project is in need of redesign funding. We wish to request an FY'91 appropriation

of $300,000 for the PE&D phase for which New York and New Jersey have each indicated an intent to comply with the items of local cooperation.

Located in north central New Jersey, the Raritan River Basin, Greenbrook Sub-Basin, NJ project drains approximately 65 square miles. In 1971, Hurricane Doria caused more than $22 million in damage, while another major storm in 1973 contributed to six death, residential evacuation, and over $25 million in damages. In order to advance this project to its scheduled completion date, we wish to express our support for the FY'91 Budget Request of $2,000,000 and request an additional appropriation of $1,000,000 to be used to accelerate this project to construction in three years.

SHORE PROTECTION

The Atlantic Coast areas of New Jersey from Sandy Hook to Cape May Point have experienced a marked increase in pollution events which contributed to significant business losses. Serious erosion has also occurred along the study area. No funds are contained in the Fiscal Year 1991 Budget Request to initiate the feasibility study phase of the New Jersey Shore Protection Study project. Therefore, we wish to request that $1 million be appropriated in FY'91 to advance this project which is strongly supported by the State of New Jersey.

Erosion from storm damage at Sandy Hook to Barnegat Inlet, NJ has exposed coastal communities to the increased potential for damage. The FY'91 Budget amount of $29 million is appreciated and needed to continue the construction contract phase of this project.

STORM DAMAGE REDUCTION

The Raritan Bay and Sandy Hook Bay, NJ storm damage protection study will prove beneficial to coastal Bayshore communities not presently protected from storm damage. Therefore, we wish to request a Fiscal Year 1991 Budget appropriation of $500,000 which will be used to initiate a pre-authorization reconnaissance study.

Section 934 of the Water Resources Development Act of 1986 grants the authority to study completed Beach Nourishment projects for a period of up to 50 years to determine if additional improvements are required. We wish to request that an FY'91 Budget appropriation of $600,000 be approved to allow the Corps of Engineers to revisit the Raritan Bay and Sandy Hook Bay, NJ, Section 934 study.

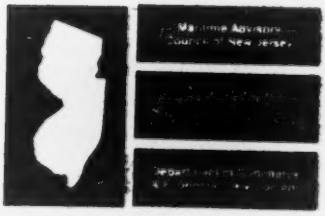
PLANNING ASSISTANCE

Finally, New Jersey wishes to continue its annual request for planning assistance funding to perform engineering evaluations of water resource problems. Funds requested for proposed studies total $300,000 and we appreciate the funding provided in past years.

Mr. Chairman, I appreciate your past support, and ask you to carefully consider the requests made for additional monies in FY'91. These requests have been made with a special eye toward the most efficient use of both federal and State funds.

In closing, I wish to thank you for the opportunity to appear before this Subcommittee.

STATE OF NEW JERSEY: FY'91 CIVIL WORKS APPROPRIATIONS

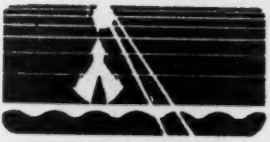


Statement of the State of New Jersey
to the Committee on Appropriations
U.S. Senate
U.S. House of Representatives
through the joint cooperation of

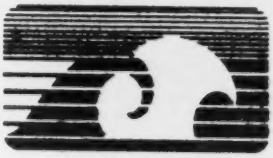
Maritime Advisory Council of New Jersey
New Jersey Department of Commerce
& Economic Development

New Jersey Department of Environmental Protection

March, 1990



SHORE PROTECTION



FLOOD CONTROL

NAVIGATION

WATER SUPPLY

28-810 0 - 90 - 48

MARITIME ADVISORY COUNCIL OF NEW JERSEY

New Jersey Department of Commerce, Energy & Economic Development

CN 823, Trenton, New Jersey 08625
609-292-0700

John L. Buzzi, Ph.D., P.E., Chairman
Joseph T. Grossi, Executive Director

March 1990

Dear Members of the United States Congress:

New Jersey, a maritime state, relies heavily on waterfront and coastal commerce to maintain its healthy economy. New Jersey's waterways yield more than a quarter billion tons of cargo a year, producing more than a billion dollars in customs revenue for the federal government.

In addition to our ports, our inland waterways and rivers are equally important for our commerce and recreation. However, one of the results of our growth is the increasing problem of flooding. Adequate water supply is another issue that we must also face.

The New Jersey Civil Works Appropriations Request for Fiscal Year 1991 addresses these issues. The Maritime Advisory Council of New Jersey supports these important projects and has given careful review to capital improvements in navigation, flood control, shore protection and water supply efforts.

We ask that you carefully consider our requests for additional funding in FY'91. New Jersey is moving ahead in new partnership responsibilities with the federal government as outlined in the Water Resources Development Act of 1986. This summary will hopefully provide both the House and Senate Appropriations Committees with a clearer understanding about our state's unique needs.

Sincerely

JOHN L. BUZZI

John L. Buzzi, Ph.D., P.E.
Chairman
Maritime Advisory Council
of New Jersey

NEW JERSEY LEGISLATIVE DISTRICTS

CIVIL WORKS APPROPRIATIONS
FISCAL YEAR 1991

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NEW JERSEY LEGISLATIVE DISTRICTS

CIVIL WORKS APPROPRIATIONS
FISCAL YEAR 1991 (CONTINUED)

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NAVIGATION

ARTHUR KILL EXTENSION TO CARTERET, NJ & NY (STUDY)

BARNEGAT INLET, NEW JERSEY (CONSTRUCTION)

BARNEGAT INLET, NEW JERSEY (O&M)

CHEESEQUAKE CREEK, NEW JERSEY (O&M)

COLD SPRING INLET, NEW JERSEY (O&M)

DELAWARE RIVER COMPREHENSIVE NAVIGATION STUDY (STUDY)

DELAWARE RIVER, PHILADELPHIA TO THE SEA, PA, NJ & DE (PE&D)

DELAWARE RIVER VICINITY OF CAMDEN, NEW JERSEY (CONSTRUCTION)

DELAWARE RIVER, PHILADELPHIA, PA TO TRENTON, NJ (O&M)

DELAWARE RIVER, PHILADELPHIA TO THE SEA, PA, NJ & DE (O&M)

KILL VAN KULL AND NEWARK BAY CHANNELS, NY & NJ (CONSTRUCTION)

MANASQUAN RIVER, NJ (O&M)

NEW JERSEY INTRACOASTAL WATERWAY, NJ (O&M)

NEWARK BAY, HACKENSACK & PASSAIC RIVERS, NJ (O&M)

NY HARBOR AND ADJACENT CHANNELS, CLAREMONT CHANNEL, NJ (PE&D)

NY HARBOR AND ADJACENT CHANNELS, PORT JERSEY CHANNEL, NJ (PE&D)

NY HARBOR COLLECTION AND REMOVAL OF DRIFT, NY & NJ (CONSTRUCTION)

NEW YORK & NEW JERSEY CHANNELS, NEW YORK (O&M)

RARITAN RIVER, NEW JERSEY (O&M)

RARITAN RIVER TO ARTHUR KILL CUT-OFF, NJ (O&M)

RED HOOK FLATS ANCHORAGE, NY (STUDY)

SALEM RIVER, NEW JERSEY (PE&D)

SANDY HOOK BAY, NEW JERSEY (O&M)

SANDY HOOK BAY AT LEONARDO, NJ (O&M)

SHARK RIVER, NJ (O&M)

ARTHUR KILL CHANNEL EXTENSION TO CARTERET
NEW JERSEY AND NEW YORK
(STUDY)

FY'91 Budget Request	$ -0-
Local Interest Recommendation	$ -0-

Project Description

This study will focus on the portion of the Arthur Kill from Howland Hook, New York south to Carteret, New Jersey. The 35 ft. deep existing federal project does not allow the full loading of liquid and dry bulk cargo ships destined for shoreside facilities. This situation requires that large ocean-going vessels either light load (not fully utilizing ship capacity at a substantial loss of economy), or perform expensive off-shore lightering operations in deeper waters outside this channel. Deeper channels would streamline operations and realize considerable transportation cost savings.

Six deep-draft bulk facilities along the Arthur Kill extension annually handle in excess of 15 million tons of cargo. Petroleum, petrochemicals, speciality chemicals, sulphur and cement are carried to these terminals. Large modern vessels would immediately benefit from substantial savings and safer navigation if the existing channel were deeper.

Local Interest Recommendation

Although we were pleased to see this project funded in FY'89, it was our belief that the project would have been designated a "post authorization, non-cost shared, General Design Memorandum" effort and not a "cost-shared feasibility study." While we wish to support this project, this approach appears to counter the congressional intent of the Water Resources Development Act of 1986, which directly authorizes this project for construction.

A comparison of this shorter and narrower project with the preceding Howland Hook construction increment leaves no doubt that this project is justified. The already heavily industrialized Arthur Kill Extension handles more tonnage than the preceding reach. Therefore, it is obvious that the Arthur Kill Extension benefit-to-cost ratio must be at least equal to, or greater than, the 4 to 1 ratio of the preceding reach.

While a cost-sharing mechanism is not yet in place for this project, we request that it remain open as we continue to work in cooperation with the project beneficiaries toward implementing a program to fulfill the local share.

BARNEGAT INLET, NEW JERSEY
(CONSTRUCTION)

FY'91 Budget Request	$5,537,000
Local Interest Recommendation	$5,537,000

Project Description

Channel shoaling, wave activity and numerous marine hazards have created dangerous navigational problems at the Barnegat Inlet in Ocean County, New Jersey. These are serious shortcomings that impose limitations on the effectiveness of safe access through an inlet with over 800,000 annual transits.

Since completion of the existing federal project in 1940, approximately $8 million has been appropriated in an attempt to stabilize conditions. This has resulted in only short-term maintenance improvements. Continuation of construction is necessary to modify the existing federal navigation project, realign the south jetty and provide a wider and deeper navigation channel.

Presently, the only approach to the inlet is from the north along the area of Island Beach. Due to shoaling, breakers occur across the entire outer bar, exposing all vessels to possible impact by severe waves as they enter the inlet entrance. Vessels are also in constant jeopardy of being capsized or pushed across the north jetty because of the current navigating conditions.

Local Interest Recommendation

The modification and construction of a new jetty and improved navigation channel are necessary to correct channel shoaling, wave activity and dangerous hazards which have been responsible for the loss of 11 lives at the inlet over the last six-year period.

The improvement underway will reduce navigation hazards and provide all mariners with safe access through the inlet. As designed, the project will reduce shoaling and maintenance dredging costs over the long term. This project represents a sound, cost-effective investment for safer marine navigation in the area.

We support the Fiscal Year 1991 Budget Request of $5,537,000 to continue the construction work of this project. The State of New Jersey has in escrow the necessary funds to cost-share this anticipated appropriation.

BARNEGAT INLET, NEW JERSEY
(OPERATION & MAINTENANCE)

FY'91 Budget Request	**$850,000**
Local Interest Recommendation	**$850,000**

Project Description

Channel shoaling, wave activity and numerous marine hazards have created dangerous navigational problems at the Barnegat Inlet in Ocean County, New Jersey. These are serious shortcomings that impose limitations on the effectiveness of safe access through an inlet with over 800,000 annual transits.

Since completion of the existing federal project in 1940, approximately $8 million has been appropriated in an attempt to stabilize conditions. This has resulted in only short-term maintenance improvements. Due to shoaling, breakers occur across the entire outer bar, exposing all vessels to possible impact by sever waves as they enter the inlet entrance.

Local Interest Recommendation

We are pleased to see this project included in this year's Budget Request and wish to express our support for the Fiscal Year 1991 appropriation of $850,000 for the much needed maintenance work on this project. The State of New Jersey has in escrow the necessary funds to cost-share this improvement.

CHEESEQUAKE CREEK, NEW JERSEY
(OPERATION & MAINTENANCE)

FY'91 Budget Request	$50,000
Local Interest Recommendation	$50,000

Project Description

This project includes 3 channels with varying depths from 3 ft. to 5 ft., two parallel stone jetties and pile dikes to protect the channel.

The project is about 45% complete. The last work done in carrying out the project was in 1884. Maintenance dredging has been done several times since then. The unfinished parts of the project are dredging a channel 4 ft. deep and 50 to 100 ft. wide between the railroad bridge and the head of navigation, including the construction of three dikes and dredging in Stump Creek.

Local Interest Recommendation

We are pleased to see this project included in this year's Budget Request and wish to express our support for a Fiscal Year 1991 appropriation of $50,000 for the maintenance of this small, but nevertheless important, commercial fishing channel.

COLD SPRING INLET, NEW JERSEY
(OPERATION & MAINTENANCE)

FY'91 Budget Request	$385,000
Local Interest Recommendation	$385,000

Project Description

This existing channel project, adopted in 1907 and modified in 1945, provides for an entrance channel 25 ft. deep and 400 ft. wide, protected by two parallel stone jetties. The total length of the section included in the project is about 2 1/4 miles.

Local Interest Recommendation

We are pleased to see this project included in this year's Budget Request and wish to express our support for a Fiscal Year 1991 appropriation of $385,000 for the continued Operation & Maintenance of this inlet channel project.

DELAWARE RIVER COMPREHENSIVE NAVIGATION STUDY
NEW JERSEY, PENNSYLVANIA, AND DELAWARE
(STUDY)

FY'91 Budget Request	**$ 290,000**
Local Interest Recommendation	**$ 290,000**

Project Description

The Delaware River Navigation System includes six deep-draft navigation projects serving the Ports of Philadelphia, Pennsylvania; Camden, New Jersey; Trenton, New Jersey; and Wilmington, Delaware. These ports collectively transport more tan 114 million tons of cargo annually, support nearly 100,000 jobs, and provide a much needed economic stimulus to the entire region. This system also serves naval vessels at the Philadelphia Naval Base.

The representatives of port facilities utilizing the Delaware River cite the need for a 45 ft. deep channel and improved navigation movements. An average of 9 million tons of cargo are lightered into barges due to the restrictive 40 ft. channel depths.

Local Interest Recommendation

We wish to support the FY'91 Budget Request of $290,000 which will provide the funds needed to complete the Big Stone Anchorage study phase of this project.

**DELAWARE RIVER - PHILADELPHIA TO THE SEA,
NEW JERSEY, PENNSYLVANIA AND DELAWARE
(PRECONSTRUCTION ENGINEERING & DESIGN)**

FY'91 Budget Request	$ -0-
Local Interest Recommendation	$1,000,000

Project Description

The Delaware River Navigation System includes six deep-draft navigation projects serving the Ports of Philadelphia, Pennsylvania; Camden, New Jersey; Trenton, New Jersey; and Wilmington, Delaware. These ports collectively transport more than 114 million tons of cargo annually, support nearly 100,000 jobs, and provide a much needed economic stimulus to the entire region. This system also serves naval vessels at the Philadelphia Naval Base.

The representatives of port facilities utilizing the Delaware River cite the need for a 45 ft. deep channel and improved navigation movements. An average of 9 million tons of cargo are lightered into barges due to the restrictive 40 ft. channel depths.

Local Interest Recommendation

We wish to request an FY'91 appropriation of $1,000,000 to accelerate the preconstruction engineering and design phase of a 45 ft. deep main channel. Local Interests are convinced of the merits of this project,and the Delaware River Port Authority has identified themselves as the sponsor for cost-sharing.

DELAWARE RIVER, VICINITY OF CAMDEN, NJ
BECKETT STREET TERMINAL
(CONSTRUCTION)

FY'91 Budget Request	$ -0-
Local Interest Recommendation	$3,290,000

Project Description

The Beckett Street Terminal is located in Camden, New Jersey on the east bank of the Delaware River, opposite the City of Philadelphia. At present, there is inadequate depth to allow safe transit of the deep-draft vessels that ship dry bulk cargo to the Beckett Street Terminal. As a result of these inadequate depths, costly alternatives such as lightering and light loading are utilized. There is also dependence on high tides as well, to handle the shipping load. With dry bulk and general cargo fleet vessels ever increasing in size, this problem is expected to worsen.

After the situation was studied, the Corps' recommended improvement allows for deepening the channel from 37 to 40 ft. in order to permit the safe, efficient transit of deep-draft vessels. The plan of improvement includes dredging a trapezoidal approach channel to a depth of 40 ft., with a width of 1,100 ft., and lengths of 4,400 and 1,450 ft. along the Camden waterfront. Funds allocated would allow this project to be undertaken and completed in FY'91.

Local Interest Recommendation

Annually, 2.3 million tons of cargo, including containers, break-bulk, fruit, coal, scrap metal, lumber, gypsum, iron ore, and titanium slag are handled at South Jersey Port Corporation facilities.

The investment in this area is particularly important, as the City of Camden, one of the most economically depressed urban areas of our country, could receive an additional economic boost through millions of dollars in related revenues and hundreds of fulltime jobs.

This request for $3,290,000 of construction funds in FY'91 for this 40 ft. deep project will provide immediate benefits. Vessels which now leave light loaded with 37 ft. draft can realize economies by being loaded to 40 ft. Local Interests cost-shared the 37 ft. existing improvement and have agreed to provide the local share for this 40 ft. project.

DELAWARE RIVER, PHILADELPHIA, PA TO TRENTON, NJ
(OPERATION & MAINTENANCE)

FY'91 Budget Request	$3,280,000
Local Interest Recommendation	$3,280,000

Project Description

Adopted in 1930 and modified in 1935, 1937, 1946, and 1954, this project provides for a channel and turning basins in the Delaware River, bank protection and bridge reconstruction. The project dimensions vary from 35-40 ft. deep, and 300-400 ft. wide. The project has been completed except for deepening the channel from 25 to 35 ft. between Newbold Island and the Trenton Marine Terminal, which has been placed in the deferred category. Local interests (City of Trenton) have not provided, as required, terminal facilities adequate for a 35 ft. channel.

Local Interest Recommendation

We wish to express our support for the Fiscal Year 1991 Budget Request of $3,280,000 which will provide funds needed to continue the contract for maintenance dredging of this project.

DELAWARE RIVER, PHILADELPHIA TO THE SEA, PA, NJ & DE (OPERATION & MAINTENANCE)

FY'91 Budget Request	$11,410,000
Local Interest Recommendation	$14,035,000

Project Description

The existing project was authorized in 1910 and modified in 1930, 1938, 1945, and 1954. The project provides for a 96.5 mile channel from Allegheny Avenue, Philadelphia, to deep water in Delaware Bay, for six anchorages, and for construction of dikes and training works for the regulation and control of tidal flow. Project dimensions vary from 37-40 ft. deep, and 800-1,000 ft. wide.

Local Interest Recommendation

The FY'91 Budget figure of $11,410,000 provides for continued maintenance dredging between Philadelphia to the Sea. However, we must point out that the Delaware River Projects principally carry bulk cargoes which require adequate Project depths. The $11,410,000 in the President's Budget represents an approximate $2,000,000 reduction from the FY'90 level for this line item and with no allowance made for increasing costs. This reduction will result in a decrease in dredging with the consequence of a reduction in vessels' draft. This will impose light loading, greater shipping costs, and an increase in lightering on the users of this waterway. The increase in lightering of oil is of particular concern since any additional oil handling increases the opportunity for oil spills. We urge that $2,625,000 be added to the Philadelphia to the Sea Project as additional capability so that project depths will continue to be maintained in the Delaware River. This will represent an increase in the appropriation for this project from $11,410,000 to $14,035,000. Three states benefit from this channel which provides access to their regional port complex.

**KILL VAN KULL AND NEWARK BAY CHANNEL,
NEW YORK AND NEW JERSEY
(CONSTRUCTION)**

FY'91 Budget Request	$31,000,000
Local Interest Recommendation	$31,000,000

Project Description

This navigation project, as authorized, will deepen the existing 35 ft. channels in the Kill Van Kull and Newark Bay to 40 ft. below mean low water (MLW). The project serves Port Newark and Port Elizabeth marine terminals with several widenings and a turning basin. The work covers Staten Island, New York; and Jersey City, Bayonne, Elizabeth, and Newark, New Jersey.

The Port Authority of New York and New Jersey, the local cooperating agency for this project, wishes to take construction in stages, with the first phase going to 40 ft. This project will immeasurably benefit Port Newark and Port Elizabeth, which together comprise the nation's largest container port.

The present 35 ft. channel precludes modern ocean voyage container ships from full loading. Substantially increased shipping costs, if allowed to continue, will discourage fleets with larger draft vessels from utilizing these facilities..

Local Interest Recommendation

The Kill Van Kull and Newark Bay Channels deepening project was authorized for construction in the Fiscal Year 1985 Supplemental Appropriations Act (Public Law 99-88) and The Water Resources Development Act of 1986 (Public Law 99-662). The Port Authority is providing local cooperation and the $51 million non-federal cost for this project.

With the deepening of the channels from 35 ft. to 40 ft. more than half complete, the Corps of Engineers is now entering a critical phase of construction consisting largely of rock removal through blasting. Unforeseen, but not insurmountable, problems concerning vessel movements and safety through this busiest channel in our port have compelled the Corps to proceed slowly and cautiously. In particular, problems concerning the availability of construction equipment, or the lack thereof, to remove rock have resulted in significant increases in the contract costs.

Work towards completion of this project is important to the competitive position of the port and we, therefore, support the $31,000,000 Budget Request for this project in Fiscal Year 1991.

MANASQUAN RIVER, NEW JERSEY
(OPERATION & MAINTENANCE)

FY'91 Budget Request	$190,000
Local Interest Recommendation	$190,000

Project Description

This project provides for a channel 14 ft. deep and 250 ft. wide, protected by jetties and bulkheads from the Atlantic Ocean to the inshore end of the south jetty; thence 12 ft. deep and 300 ft. wide to within 300 ft. of the New York and Long Branch Railroad Bridge. This channel is approximately 1.5 miles long.

Local Interest Recommendation

We are pleased to see this project included in this year's Budget Request and wish to express our support for a Fiscal Year 1991 appropriation of $190,000 for its operation and maintenance.

NEW JERSEY INTRACOASTAL WATERWAY (NJIWW)
NEW JERSEY
(OPERATION & MAINTENANCE)

FY'91 Budget Request	$2,529,000
Local Interest Recommendation	$2,529,000

Project Description

This project was adopted by the R&H Act approved March 2, 1945. This waterway, a sea-level inland water route approximately parallel with the New Jersey Coast, extends from the Atlantic Ocean at Manasquan Inlet, about 26 miles south of Sandy Hook, New Jersey, to the Delaware River, about 3 miles north of Cape May Point. The waterway extends through the inlet and up Manasquan River a distance of about 2 miles, and thence through Point Pleasant Canal, about 2 miles to the head of Barnegat Bay. It then passes through a series of bays, lagoons and thoroughfares along the New Jersey Coast to Cape May Harbor, and thence across Cape May County to Delaware Bay (Cape May Canal).

A final Environmental Impact Statement was submitted on September 12, 1975. Maintenance dredging is performed under government contract by hydraulic dredging and disposed in open water areas and on diked upland sites. Disposal areas are furnished by the State of New Jersey.

Local Interest Recommendation

We wish to express our support for the Fiscal Year 1991 Budget Request of $2,529,000 which will provide funds needed to maintain this navigation channel project.

NEWARK BAY, HACKENSACK & PASSAIC RIVERS, NEW JERSEY (OPERATION & MAINTENANCE)

FY'91 Budget Request	$50,000
Local Interest Recommendation	$50,000

Project Description

Newark Bay - This project provides for depths of 37 ft. in rock and 35 ft. in soft material, unless noted: a main channel 700 ft. wide to the branch channel to Port Newark, thence 500 ft. wide to a turning basin 1,300 ft. long and 900 ft. wide at the junction of the Hackensack and Passaic River channels.

Hackensack River - A channel in the Hackensack River, 34 ft. deep in rock and 32 ft. deep in soft material, 40 ft. wide from the upper end of the Newark Bay channel to C.R.R. of N.J. Brudge, length 1.1 miles; thence with the same depths and 300 ft. wide, to a point about 2,000 ft. north of the D.L. & W.R.R. Bridge, length 2.8 miles, with a turning basin 25 ft. deep at the upper end of the channel; thence 15 ft. deep, 200 ft. wide, to Little Ferry, 10.1 miles; thence 150 ft. wide, to the Court Street Bridge, length 2.3 miles. Total length about 16.3 miles.

Passaic River - A channel in the Passaic River, 30 ft. deep, 300 ft. wide, from Newark Bay to a point 3,000 ft. above Lincoln Highway Bridge, length 2.6 miles; thence 20 ft. deep, 300 ft. wide to the Nairn Linoleum Works, length about 4.4 miles; thence 16 ft. deep, 200 ft. wide, to the Montclair and Greenwood Lake R.R. Bridge, length about 1.1 miles; thence 10 ft. deep, 150 ft. wide, to the Eighth Street Bridge at Passaic, length 7.3 miles. Total length about 15.4 miles.

Local Interest Recommendation

We are pleased to see this project included in this year's Budget Request and wish to express our support for a Fiscal Year 1991 appropriation of $50,000 for the maintenance of these channels.

NEW YORK HARBOR & ADJACENT CHANNELS
CLAREMONT CHANNEL, NEW JERSEY
(PRECONSTRUCTION ENGINEERING & DESIGN)

FY'91 Budget Request	$ -0-
Local Interest Recommendation	$500,000

Project Description

Claremont Terminal Channel is located in Jersey City, Hudson County, New Jersey. It is a dead-end channel, about 2 miles long, extending into Upper New York Bay. The study area is within the Port of New York and New Jersey, the leading port on the Atlantic Coast.

Claremont Channel is presently a non-federal channel at an average depth of 27 ft. mean low water located just north of the Port Jersey Channel. A project to deepen Claremont Channel to 42 ft. mean low water was authorized for construction subject to a favorable report by the Secretary of the Army in the Water Resources Development Act of 1986 (P.L. 99-662). While authorized to 42 ft., the modified project will provide adequate shipping economies with a 34 ft. channel.

The major users of the channel are two scrap metal companies and a crushed stone aggregate terminal. For the past 10 years, scrap metal exports have averaged more than 600,000 long tons per year, and crushed stone transhipments for the past 6 years have totaled nearly 4 million tons annually. Combined, these three firms employ 300 persons directly and nearly 3,000 indirectly through suppliers, transporters and longshoremen.

Local Interest Recommendation

Local interests desire a deeper channel to better accommodate vessels used to export scrap metals and transhipcrushed stone. Deepening will increase transportation efficiency by reducing the costs of topping off vessels and waiting for favorable tides. Local interests also believe that greater channel depths will increase safety by permitting vessels to operate with more desirable clearances.

No funds are contained in the Fiscal Year 1991 Budget Recommendation for the Corps of Engineers to initiate the preconstruction phase of this project. Thus, we request that $500,000 be appropriated in Fiscal Year 1991 for preconstruction engineering and design work for improvements to the Claremont Channel.

NEW YORK HARBOR & ADJACENT CHANNELS
PORT JERSEY CHANNEL, NEW JERSEY
.(PRECONSTRUCTION ENGINEERING & DESIGN)

FY'91 Budget Request	**$ -0-**
Local Interest Recommendation	**$ -0-**

Project Description

This project will deepen a 35 ft. access channel (non-federal) to a 41 ft. channel (federal), providing safe and economical use of this waterway at all stages of tide. The Port Jersey Access Channel presently serves the Global Marine Container Terminal, which in turn serves 13 shipping lines. In 1989 this facility handled 296 vessel arrivals with over 250,000 container units (each unit measures 20 feet). Of the arriving vessels, 75% had design drafts too deep for the channel, with a third actually loaded to drafts necessitating delays awaiting high tide. More than four hundred terminal employees with an annual payroll of over $21 million, as well as another 110 contract workers, depend upon this facility for their livelihood. As a privately-owned terminal, Global also pays in excess of $1.2 million in local real estate taxes annually.

Also served by this channel is the U.S. Army Military Ocean Terminal facility and a parcel of land upon which the owner and local cooperating agency, the Port Authority of New York & New Jersey, has opened a newly constructed Auto Marine Terminal.

Local Interest Recommendation

The future of this facility is critically dependent upon a channel of at least 40 ft. deep so that it may remain competitive with other container terminals served by waterways of this and greater depths.

While no funds are contained in the Fiscal Year Budget Request for this project, money appropriated in FY'90 will complete the preconstruction engineering and design phase by late FY'91. As a new construction start is anticipated shortly thereafter, Local Interests are very actively involved in identifying an available funding source for the non-federal share of this project.

NEW YORK HARBOR COLLECTION AND REMOVAL OF DRIFT, NEW YORK AND NEW JERSEY (CONSTRUCTION)

FY'91 Budget Request	$ -0-
Local Interest Recommendation	$2,000,000

Project Description

This project calls for the collection and removal of more than 29 million cubic feet of drift from derelict vessels and nonrepairable piers and waterfront structures. It covers all of the Port of New York and New Jersey, including shores and tidal tributaries of Sandy Hook, Raritan Bay, Arthur Kill, Kill Van Kull, Lower New York Bay, Lower Hudson River, Harlem River, East River, Jamaica Bay, and the Western Port of Long Island Sound. The project encompasses seven New Jersey and seven New York counties. Four hundred and sixty miles of shoreline in New York and 295 miles of shoreline in New Jersey will be affected.

This project is aimed at the removal of approximately 2,230 sunken hulks and 149 decaying shore structures that are the sources of dangerous, unsightly and costly harbor drift. The Corps of Engineers has estimated that nearly 18,000 commercial, public and recreation vessels collide annually with drift in our port, causing damage to propellers, shafts and hulls. In addition, annual associated repair costs and other economic losses average greater than $53 million.

Local Interest Recommendation

The New York District Corps of Engineers has advised that the economics of the Drift Project will soon be updated to satisfy new Corps of Engineers budget policy criteria. In the interim, there are no funds being budgeted for continued design and construction. We believe that this is a mistake that will seriously delay the completion of the project. Having been newly reauthorized, continued progress in the Drift Project is contingent upon maintaining momentum.

We, therefore, request that $2 million be appropriated for the Drift Project in Fiscal Year 1991. These funds would be used to initiate long awaited construction along the Brooklyn II reach on the New York side, to complete construction along portions of the Jersey City and Weehawken-Edgewater waterfronts along the Hudson River and to continue the design of other reaches along the Kill Van Kull, Arthur Kill, East River, and Hackensack and Passaic Rivers. This is a modest sum of money that is strongly supported by the States of New York and New Jersey, and the City of New York, all local sponsors of the project.

NEW YORK AND NEW JERSEY CHANNELS
(OPERATION & MAINTENANCE)

FY'91 Budget Request	$2,705,000
Local Interest Recommendation	$2,705,000

Project Description

This project includes a channel 37 ft. deep in rock and 35 ft. deep in soft material, 600 ft. wide through Lower New York Bay, Raritan Bay and Arthur Kill to the junction of the channel into Newark Bay. The existing Kill Van Kull Channel is authorized for deepening to 45 ft. from the vicinity of Shooter Island and junction with Newark Bay through the Kill Van Kull to Constable Hook, then to a point near the intersection along the New Jersey Pierhead line through Kill Van Kull to Upper New York Bay. The length of the project is about 31.0 miles.

A local cooperation agreement was signed on May 30, 1986 with the Port Authority of New York and New Jersey for the Kill Van Kull, Newark Bay deepening project.

Local Interest Recommendation

We wish to express our support for the Fiscal Year 1991 Budget Request of $2,705,000 which will provide funds needed to dredge and maintain these federal navigation channels.

RARITAN RIVER, NEW JERSEY
(OPERATION & MAINTENANCE)

FY'91 Budget Request	$600,000
Local Interest Recommendation	$600,000

Project Description

This project includes a main channel, 25 ft. deep by 300 ft. wide, from the turn in NY and NJ Channels, near Great Beds Light to the Raritan Arsenal Wharf, a turning basin opposite Raritan Arsenal Wharf, and a south channel 25 ft. deep and 300 ft. wide from its junction with the main channel opposite Keasby to the junction with the Main Channel at Crab Island.

Local Interest Recommendation

The project is about 96% complete. The work remaining to be done is the dredging of the South Channel to a depth of 10 ft. and 150 ft. wide for a length of 1,300 ft. to the upper junction with the main channel at Crab Island.

We are pleased to see this project included in this year's Budget Request and wish to express our supprt for a Fiscal Year 1991 appropriation of $600,000 for the operation and maintenance of this Channel.

RARITAN RIVER TO ARTHUR KILL CUT-OFF, NEW JERSEY
(OPERATION & MAINTENANCE)

FY'91 Budget Request	$1,050,000
Local Interest Recommendation	$1,050,000

Project Description

A channel 20 ft. deep, 800 ft. wide, to connect the Raritan River Channel with the southern end of the Arthur Kill Channel, New York and New Jersey Channels project. Length about 1 mile.

Local Interest Recommendation

We are pleased to see this project included in this year's Budget Request and wish to express our support for a Fiscal Year 1991 appropriation of $1,050,000 for the maintenance of this channel.

RED HOOK FLATS ANCHORAGE, NEW YORK
(STUDY)

FY'91 Budget Request	$ -0-
Local Interest Recommendation	$250,000

Project Description

A channel 40 ft. deep, of the following widths: 1,200 ft. from the Narrows to Bay Ridge Avenue, Brooklyn, thense 1,750 ft. to the junction of Bay Ridge and Red Hook Channels, and thence 1,200 ft. through Red Hook Channel to its junction with Buttermilk Channel. In the entrance to Gowanus Creek, the width narrows uniformly to 500 ft. at 28th Street, Brooklyn. Length about 4.0 miles.

Local Interest Recommendation

Within the Lower and Upper New York Bays, three anchorages exist that cannot accommodate today's class of ocean-going general cargo ships and tankers. The anchorages were designed by the Corps of Engineers in the early 1960's for a vessel averaging 525 ft. in overall length with a draft of 30 ft. ' Today's modern container ships are almost 1,000 ft. long with drafts of 40 ft., therefore requiring additional space and depth beyond that allowed for in the original desing. If the bi-state port is to remain productive, it must modernize to accommodate today's vessels.

We wish to request that the Corps of Engineers undertake a reconnaissance study for the deepening of the Red Hook Flats. Authority for such a study exists through a Congressional resolution adopted by the Senate Committee on Environment and Public Works on December 5, 1980. No funds for this effort are presently in the proposed Fiscal Year 1991 Budget. We strongly urge that $250,000 be provided for this study.

SALEM RIVER, NEW JERSEY
(PRECONSTRUCTION ENGINEERING & DESIGN)

FY'91 Budget Request	$150,000
Local Interest Recommendation	$150,000

Project Description

This project is a tributary of the Delaware River located in Salem County, New Jersey. Fiscal Year 1991 funds will be used to initiate the preconstruction engineering and design phase.

The draft Environmental Assessment found no significant impact, and a Section 401 water quality certificate will be obtained from the New Jersey Department of Environmental Protection prior to construction.

Local Interest Recommendation

We wish to support the budget recommendation of $150,000 in FY'91 which will initiate the preconstruction engineering and design phase of this project for a deeper federal channel (from 12 to 18 ft.) and a turning basin to support expanded commercial navigation.

The sponsor of this project is the City of Salem Municipal Port Authority.

GREAT EGG HARBOR INLET AND PECK BEACH, NEW JERSEY (CONSTRUCTION)

FY'91 Budget Request	$3,250,000
Local Interest Recommendation	$3,250,000

Project Description

This multiple purpose flood control, shore protection and navigation improvement provides for the modification of an existing beach erosion project. The project is located in Cape May and Atlantic Counties, New Jersey. Great Egg Harbor Inlet, an unimproved inlet, is about 1.1 miles wide at its narrowest point, and a tidal connection between the Atlantic Ocean and Great Egg Harbor Bay, the New Jersey Intracoastal Waterway and Great Egg Harbor River. Peck Beach is occupied in its entirety by the City of Ocean City and extends from Great Egg Harbor Inlet southward to Corson Inlet. The ocean frontage is about eight miles in length.

Local Interest Recommendation

The recommended plan consists of providing initial beachfill, with subsequent periodic nourishment, with a minimum berm width of 100 ft. at an elevation of +8.0 NGVD. The beachfill will extend from Surf Road southwest to 34th Street. This plan will require the initial placement of 4,118,000 cubic yards of material and subsequent periodic nourishment of approximately 1,072,000 cubic yards every three years. The material for the initial construction and periodic nourishment will be taken from the ebb shoal area located approximately 5,000 ft. offshore of the Great Egg Harbor Inlet. This periodic dredging of the ebb shoal area will help alleviate the navigation difficulties in the Inlet. Additionally, the construction of the project will require the extension of 38 storm drain pipes.

In 1982 and 1983, the State of New Jersey indicated renewed interest in a scaled down version of the original project, based upon the findings of the New Jersey Shore Protection Master Plan. A new source of funds also resulted from a bond issue referendum passed by New Jersey voters in 1983. In 1986, New Jersey reiterated its intent to provide the necessary items of local cooperation and is also prepared to fund the non-federal total project cost.

We are please to see this project included in this year's Budget Request and wish to support the FY'91 appropriation of $3,250,000 which will provide funds necessary to begin construction.

LOWER SADDLE RIVER, NEW JERSEY
(PRECONSTRUCTION ENGINEERING AND DESIGN)

FY'90 Budget Request	$590,000
Local Interest Recommendation	$590,000

Project Description

Major flooding of the Saddle River in recent years has plagued the communities of Garfield, Wallington, South Hackensack, Lodi, Saddle Brook, Rochelle Park and Fair Lawn, New Jersey. The Lower Saddle River study area, located in Bergen County, affects over 2,500 recreational, commercial and industrial establishments.

In an effort to provide protection against flooding in these communities, the proposed improvements for the Lower Saddle River consist of 5.2 miles of channel modification along the Saddle River, 1.7 miles of channel modification along Sprout Brook, the straightening of a meander near the mouth of the Saddle River and modifications to 22 bridges on both streams. These project improvements would provide protection against a 150-year flood event to the affected area. The recommendations for flood control of Saddle River would eliminate over $6,000,000 of flood damage to the area annually.

This preconstruction engineering and design effort was authorized by the Water Resources Development Act of 1986. Local Interest cost-sharing requirements will be provided for land easements, rights-of-way and relocations.

Local Interest Recommendation

We wish to express support for the Fiscal Year 1991 Budget Request of $590,000 which will be used to continue the preconstruction engineering and design phase. Included in the PE&D is the completion of topographic data collection and mapping, initiating collection of subsurface data, initiating preparation of a cultural resources survey report, initiating a hydraulic design, and project coordination. This preconstruction engineering and design effort is scheduled for completion in September 1993.

MOLLY ANN'S BROOK, NEW JERSEY
(PRECONSTRUCTION ENGINEERING AND DESIGN)

FY'91 Budget Request	$420,000
Local Interest Recommendation	$420,000

Project Description

The study area, which is approximately 12 miles west-northwest of New York City, is located in Haledon, Prospect Park and Paterson, New Jersey. It includes Molly Ann's Brook from Union Avenue in Paterson upstream for 2.2 miles to Church Street in Haledon. Major flooding in recent years has adversely affected about 520 residential, commercial and industrial establishments in the 100-year flood plain.

The plan of improvement recommends a modified channel with a total length of 14,730 ft. which combines earthen and riprap-lined trapezoidal channels with concrete flumes and a drop structure.

The proposed plan would provide general protection against a 50-year flood event throughout the planning area. The average annual equivalent damages which would result without the project are estimated at over $2,000,000.

Local Interest Recommendation

The Molly Ann's Brook at Haledon, Prospect Park and Paterson, New Jersey flood control project is authorized for construction by the Water Resources Development Act of 1986. Local Interests have expressed a willingness to act as the non-federal cooperating agent for this flood control project.

We wish to support the FY'91 Budget Request of $420,000 which will be used to continue the preconstruction engineering and design phase of this project. Included in this phase will be the development of a plan of study, schedule and cost estimates, initiation of topographic data collection, as well as technical studies. This preconstruction engineering and design effort is scheduled for completion in June 1994.

PASSAIC RIVER MAIN STEM, NEW JERSEY AND NEW YORK (PRECONSTRUCTION ENGINEERING AND DESIGN)

FY'91 Budget Request	$5,000,000
Local Interest Recommendation	$7,500,000

Project Description

The Passaic River Basin encompasses 935 square miles in northern New Jersey and southeastern New York State. The Basin is drained by the Passaic River and its seven major tributaries: Saddle River, Pompton River, Ramapo River, Pequannock River, Wanaque River, Rockaway River and Whippany River. The flood plain area comprises more than 80 square miles and encompasses 45 municipalities.

The plan has been developed to protect over 30,000 structures in the critical flood problem area. The most severe recent flood occurred in April 1984, claiming two lives, with damages estimated at $360,000,000. The entire Basin, or portions thereof, was declared a disaster area in 1968, 1971, 1973, twice in 1975, and in 1984. The recurrence of the October 1903 flood of record would cause damages of nearly $2 billion, as well as the potential loss of lives.

The major elements of this flood control proposal are the two tunnels, with the key being the 13.5-mile long, 39 ft. diameter main tunnel, which will carry floodwaters from an inlet at the upper end of the Pompton River down to an outlet on the west bank of the Passaic River, just upstream of its confluence with the Third River in Clifton. The diversion tunnels and associated surface work are designed to protect against a 100-year flood event.

Local Interest Recommendation

This is a major project for the entire Passaic River Basin and, as such, the Passaic River Main Stem Flood Protection Feasibility Report has recommended the preparation of preconstruction engineering and design studies for this flood control plan. The local interest recommendation to increase the FY'91 Budget Request by $2,500,000 reflects the need to provide the full capability necessary to progress the preconstruction engineering and design phase for implementation of much needed flood protection.

PINE BROOK, MANALAPAN TOWNSHIP, NEW JERSEY
(PRECONSTRUCTION ENGINEERING AND DESIGN)

FY'91 Budget Request	$ -0-
Local Interest Recommendation	$200,000

Project Description

This planning and engineering effort addresses the need for flood control improvements along Pine Brook in the Township of Manalapan, New Jersey. The Pine Brook Basin, located in east Central New Jersey, drains an area of 5.2 square miles and flows for a distance of 5.3 miles.

The planning and engineering study was authorized by the Water Resources Development Act of 1986, Section 401 (c). The authorized plan as developed entails channel modifications, clearing and snagging. The channel modification consists of widening and deepening of approximately 6,000 linear feet of Pine Brook. The clearing and snagging would be accomplished for a distance of 700 ft. above and 1,000 ft. below the channel limits.

Local Interest Recommendation

This project funding had been deferred but can now be used to initiate the planning and engineering portion of the study. The authorized plan and alternatives include development of benefits and costs, and the extent of environmental impacts.

Therefore, we wish to request that a Budget Recommendation of $200,000 be appropriated to provide the funding to initiate the PE&D portion of this project for which the State of New Jersey is now prepared to cost-share.

PROMPTON LAKE, PENNSYLVANIA
(OPERATION & MAINTENANCE)

FY'91 Budget Request	$379,000
Local Interest Recommendation	$379,000

Project Description

Prompton Lake, a flood control and water supply project, is located on the Lackawaxen River, approximately 30 miles from the confluence of the Lackawaxen and Delaware Rivers in northeast Pennsylvania. The present dam extends to a maximum height of 140 ft. above the stream bed.

Prompton Reservoir controls the runoff from a drainage area of about 60 square miles and storage capacity for flood control. The authorized modification to Prompton would provide an active long-term storage of approximately 9 billion gallons of new water supply to the Delaware River Basin region. Two recent drought emergencies in the Delaware River Basin give emphasis to the early need for additional supplies of water. This project has been authorized by the Water Resources Development Act of 1986 and is included as part of the Comprehensive Plan of the Delaware River Basin Commission.

Local Interest Recommendation

While listed as a Pennsylvania project, this project also aids the states of Delaware, New Jersey and New York, which are represented jointly (along with the U.S. Department of the Interior) in the 1961 Delaware River Basin Compact.

We wish to support the Fiscal Year 1991 Budget Request of $379,000 for Operation and Maintenance of this project which contributes to the flood control and water supply storage capacity of the entire region.

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RAMAPO RIVER AT OAKLAND, NEW JERSEY
(PRECONSTRUCTION ENGINEERING AND DESIGN)

FY'91 Budget Request	$250,000
Local Interest Recommendation	$250,000

Project Description

The Ramapo River, particularly in the Townships of Oakland, Wayne and Pompton Lakes, New Jersey, has experienced chronic flooding with recent floods occurring in ten out of the last sixteen years. Surrounded by an area saturated with development, 300 residences, along with recreational facilities and several commercial and industrial establishments, have been adversely affected by major flood damage.

The recommended plan of improvement for the study area includes installation of 5 ft. spillway crest gates atop Pompton Lakes Dam and 6,800 ft. of channel modification along with Ramapo River, both designed to reduce flood elevations. These improvements would provide protection against a 40-year flood event to over 300 structures throughout the planning area. These improvements for flood control would eliminate over $750,000 of flood damage per year.

This project has been authorized for construction by the Water Resources Development Act of 1986. The State of New Jersey has indicated its willingness to act as the non-federal cooperating agent for this project for land easements, rights-of-way and relocation as are necessary for the project.

Local Interest Recommendation

We wish to express support for the Fiscal Year 1991 Budget Request of $250,000 which will be used to continue the preconstruction engineering and design, the completion of topographic data collection and mapping, initiate collection and subsurface data, preparation of a cultural resources survey report, hydraulic design and project coordination. This preconstruction engineering and design effort is scheduled for completion in Fiscal Year 1992.

RAMAPO AND MAHWAH RIVERS
MAHWAH, NEW JERSEY AND SUFFERN, NEW YORK
(PRECONSTRUCTION ENGINEERING AND DESIGN)

FY'91 Budget Request	**$ -0-**
Local Interest Recommendation	**$300,000**

Project Description

The Ramapo and Mahwah Rivers in the Township of Mahwah, New Jersey have been adversely affected by storm flooding. Over 220 structures, primarily residential, and several commercial and industrial establishments, have been damaged in recent years.

The Mahwah/Suffern area has experienced chronic flooding with recent floods in 1968, 1971,1973, 1977, 1979, 1980, 1983 and 1984. The most damaging flood of record was the November 1977 storm. A recurrence of this storm, which has a return interval of approximately 40 years, would provide protection against a 100-year flood event in the major damage area.

In order to control flood damage for the Mahwah/Suffern area, the recommended plan includes channel modification along approximately 7,000 feet of the Ramapo River and approximately 5,000 feet of the Mahwah River, and construction of a new bridge. Improvements would provide protection against a 100 year flood event to the major flood damaged area. The flood control recommendations would eliminate just under a million dollars of urban flood damage to the area annually.

Local Interest Recommendation

We wish to request a Fiscal Year 1991 Budget appropriation of $300,000 which will be used to redesign this project. The State of New York and the State of New Jersey have each indicated their intent to comply with the items of local cooperation.

RARITAN RIVER BASIN, GREEN BROOK SUB-BASIN, NEW JERSEY (PRECONSTRUCTION ENGINEERING AND DESIGN)

FY'91 Budget Request	$2,000,000
Local Interest Recommendation	$3,000,000

Project Description

Located within the Raritan River Basin in north central New Jersey (Middlesex, Somerset and Union Counties), the Green Brook Sub-Basin study area drains approximately 65 square miles of urban, suburban and industrialized area.

Major flooding losses include not only physical damage to property, but loss of public access to commercial and industrial activity, rail and vehicular traffic. In 1971, Hurricane Doria caused more than $22 million in damage, while another major storm in 1973 contributed to six deaths, residential evacuation, and over $25 million in damages. Today, such a storm would cost nearly $65 million.

The recommended plan for flood control consists of approximately 15 miles of levees and floodwalls along the Green Brook and its tributaries; six pumping stations; 12 bridge replacements; and approximately three miles of stream realignment. The proposed plan for flood control would help eliminate the approximately $11 million in flood damage that occurs in the area annually.

Local Interest Recommendation

The Water Resources Development Act of 1986 authorized construction of the project described as Plan A in the report of the District Engineer. This project would include protection for the upper Green Brook Sub-Basin and the Stony Brook Sub-Basin and the Stony Brook Tributary, in addition to protection for the Lower Green Brook Sub-Basin.

The State of New Jersey has expressed a preference for the authorized plan, which would also provide protection to the upper basin communities. The Green Brook Flood Control Commission, composed of representatives of the Sub-Basin communities in three counties, also supports this position.

Fiscal Year 1990 funds are being used to continue the PE&D phase of this project, which includes refinement of hydraulic design and the initiation of structural design. In order to advance this project to its scheduled completion date, we wish to express our support for the FY'91 Budget Request of $2,000,00, and request an additional appropriation of $1,000,000 to be used to continue the preconstruction engineering and design studies and accelerate this project to construction in three years.

SHORE PROTECTION

DELAWARE BAY COASTLINE, DE & NJ (STUDY)

NEW JERSEY SHORE PROTECTION, NJ (STUDY)

DELAWARE BAY COASTLINE, NEW JERSEY AND DELAWARE (STUDY)

FY'91 Budget Request	$355,000
Local Interest Recommendation	$355,000

Project Description

The study area is bordered by southern New Jersey to the east and the state of Delaware to the west. The upper limit of the study area is the Chesapeake and Delaware Canal and the Salem River, with the lower limit being Cape Henlopen and Cape May Point. This portion of the estuary is approximately 60 miles in length. Located on the New Jersey shoreline are the communities of Elsinboro, Sea Breeze, Gandy's Beach, Fortescue, Reed's Beach and Pierce's Point.

Combinations of high tides, river currents and wind generated waves are the major forces acting to cause erosion of the shoreline and flooding in the study area. Major damages are experienced during hurricanes and "nor'easter" storms (generally occurring from September to March).

Local Interest Recommendation

The goal of the study is to provide information on the long-term shoreline changes which will serve as a basis for sound coastal planning decisions.

Since the data is urgently needed in order to deal with the beach erosion/flooding problems in the Delaware Bay area and to implement remedial measures, we wish to support the Budget Request of $355,000 in Fiscal Year 1991 for this study which was authorized by the Water Resources Development Act of 1986.

Both the State of New Jersey and the State of Delaware are supportive of the study and have expressed a willingness to cost-share the feasibility phase.

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NEW JERSEY SHORE PROTECTION, NEW JERSEY
(STUDY)

FY'91 Budget Request	$ -0-
Local Interest Recommendation	$1,000,000

Project Description

This study consists of the coastal area of New Jersey from Sandy Hook to Cape May Point. This coastal area is broadly defined to include inland areas impacted by stream-flow and run-off, and coastal waters beyond the limit of deepwater disposal sites. It also includes adjacent coastal areas to the north and south which may contribute pollutants or forcing functions to the main study area.

Pollution events along the coast included algae blooms, dolphin kills, high bacteria levels and garbage slicks. These events contributed to business losses estimated at $350 million to $1.4 billion during the summer of 1987.

Severe erosion from the action of storm tides, tidal currents, wind waves and swells occurred along the study area, causing considerable economic loss. Substantial quantities of sand are being continuously lost, thereby narrowing and lowering the beaches. Public and private properties are subject to storm damage from wave attack and tidal inundation.

Local Interest Recommendation

Overall, these problems represent a serious deficiency in the quantity and character of coastal information available to predict or monitor coastal water quality and erosion. A comprehensive data collection effort is needed to better understand coastal processes and to improve the engineering base of Corps of Engineers projects.

The Corps of Engineers was authorized to undertake a large comprehensive study of coastal resources along the entire coast of New Jersey, prompted by numerous coastal problems during the 1987 summer season. This study will include the development of a physical, environmental and engineering data base on coastal area changes and processes.

No funds are contained in the Fiscal Year 1991 Budget Request to enable the Corps of Engineers to initiate the feasibility study phase of this project. Therefore, we wish to request that $1,000,000 be appropriated in FY'91 to advance this project into the next study phase. This study is strongly supported by the State of New Jersey.

BEACH EROSION

CAPE MAY INLET TO LOWER TOWNSHIP, NJ (CONSTRUCTION)

SANDY HOOK TO BARNEGAT INLET, NJ (CONSTRUCTION)

CAPE MAY INLET TO LOWER TOWNSHIP, NEW JERSEY (CONSTRUCTION)

FY'91 Budget Request	$3,200,000
Local Interest Recommendation	$3,200,000

Project Description

The Cape May Inlet project was authorized for construction by the Water Resources Development Act of 1986. The recommended project consists of a beachwater weir at Cape May Inlet with construction of two new groins, beachfill, and maintenance of two new and seven existing groins. Beach nourishment material would be obtained periodically from a deposition basin located on the northeast side of the inlet and a shoreline monitoring program for Lower Township.

The project is important to the shoreline, both in and below Cape May. Cape May has suffered severe erosion since the construction of the Cape May Inlet jetties in 1911. This has been to the detriment of the recreation industry, boating, and fishing, and is responsible for repetitive storm-related damages.

Local Interest Recommendation

The Corps of Engineers completed the Phase II Advance Engineering & Design studies for this project in July, 1983 and recommended a project to restore the damage caused to the Cape May navigation jetties. They recommended that this work be done, and we support the FY'91 Budget Request of $3,200,000 which will be used to continue the construction phase of this project which is being cost-shared with available State funds.

SANDY HOOK TO BARNEGAT INLET, NEW JERSEY (CONSTRUCTION)

FY'91 Budget Request	$29,000,000
Local Interest Recommendation	$29,000,000

Project Description

The overall project area lies along the Atlantic Ocean Shoreline of New Jersey in Monmouth and Ocean Counties between Sandy Hook to the north and Barnegat Inlet to the south.

Erosion has seriously reduced the width of most beaches in the study area, with consequent exposure of shore to storm damage. The State of New Jersey and majors of the affected communities are also very concerned over the increased potential for damages to residential and commercial structures.

The March 1962 storm caused $31,000,000 worth of damages (based on today's dollars) along the 25-mile stretch of shore from Sandy Hook to Manasquan Inlet. Subsequent emergency restoration works in this reach cost over $7 million (again, in 1987 dollars).

Improvements to Section I include 12 miles of beach placement, construction of 23 groins and extension of 14 existing groins. Section II also suffers from eroding beaches and calls for beach placement over nine miles.

Local Interest Recommendation

Consistent with the Water Resources Development Act of 1986, the non-federal share of construction and maintenance of the Ocean Township to Sandy Hook reach consists of monies expended by non-federal interests for reconstruction of the seawall at Sea Bright and Monmouth Beach.

The urgency of this project results from even less beachfront being in place today as a result of erosion and storms. Local communities are fearful that the next coastal storm would be catastrophic with increased risk of coastal flooding from storm surges.

We wish to express our appreciation and our support for the FY'91 Budget Request of $29,000,000 which will be used to continue the construction phase of this project. The State of New Jersey has stated its willingness to provide the items of local cooperation and has escrowed the necessary State share to demonstrate a commitment to this project.

STORM DAMAGE REDUCTION

RARITAN BAY AND SANDY HOOK BAY, NJ (STUDY)

RARITAN BAY AND SANDY HOOK BAY, NJ, SECTION 934 (STUDY)

RARITAN BAY AND SANDY HOOK BAY, NEW JERSEY
SECTION 934
(STUDY)

FY'91 Budget Request	$ -0-
Local Interest Recommendation	$600,000

Project Description

Section 934 of the Water Resources Development Act of 1986 grants the Corps of Engineers the authority to study completed Beach Nourishment projects for a period of up to 50 years to determine if additional improvements are required. This post-authorization revisit would determine whether or not there are high priority federal benefits to justify new work and warrant federal funding to resume nourishment of these important coastal works.

Local Interest Recommendation

We wish to request that a Fiscal Year 1991 Budget appropriation of $600,000 be approved to allow the Corps of Engineers to revisit this project and study the storm damage reduction benefits to the Bayshore region to be realized from renewed coastal beach nourishment projects.

PLANNING ASSISTANCE

SECTION 22, P.L. 93-251

SECTION 22, P.L. 93-251, NEW JERSEY
PLANNING ASSISTANCE
(STUDY)

FY'91 Budget Request	$ -0-
Local Interest Recommendation	$300,000

Project Description

Section 22 of the Water Resources Development Act of 1974 provides authority for the Corps of Engineers to assist the states in preparation of comprehensive plans for the development, utilization and conservation of water and related land resources. Assistance is provided on the basis of state requests, and eligibility is determined by the objectives of the state studies. Consequently, the state must have a planning program either underway or characterized in sufficient detail so that the validity of its request may be appraised. In addition, only that assistance which can be undertaken by Corps personnel may be provided.

In accordance with P.L. 99-662, state allotments from the nationwide appropriation are limited to $300,000 annually, but may be less depending upon the needs of individual states. The program may encompass many types of studies including water supply, water quality, water conservation, hydropower development, flood control, erosion and navigation. Typical studies are at a reconnaissance level of detail.

Local Interest Recommendation

This project was established to provide planning assistance to states. Funds requested are to be utilized by the Corps of Engineers to perform engineering evaluations of water resource problems within the State of New Jersey.

This planning program has provided meaningful levels of funding for which New Jersey is most appreciative. However, there are several planning projects for which we wish to request funds in FY'91 through this program. The total funds requested for these proposed studies is $300,000 and the State of New Jersey is prepared to financially participate as may be necessary to secure these funds.

MARITIME ADVISORY COUNCIL OF NEW JERSEY

New Jersey Department of Commerce, Energy & Economic Development

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MARITIME ASSOCIATION OF THE PORT OF NEW YORK/NEw JERSEY

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UNITED NEW YORK & NEW JERSEY SANDY HOOK PILOTS ASSOCIATION

RARITAN BAY AND SANDY HOOK BAY, NEW JERSEY
(STUDY)

FY'91 Budget Request	$ -0-
Local Interest Recommendation	$500,000

Project Description

The project provides for combined shore and hurricane protection at Old Bridge Township (formerly Madison Township), shore protection at Aberdeen Township (formerly Matawan Township), and Union Beach, and shore and hurricane protection at Keansberg and East Keansberg. Where hurricane protection is involved, the improvements include beachfill and levees to an elevation of 15 ft. above mean sea level. Where only beach erosion control is involved, beachfills are to be placed for a width of 100 ft. at elevation 5.5 ft. above mean sea level, except in front of bluffs where the fill is to be 23 ft. wide at elevation 10 ft. above mean sea level.

Local Interest Recommendation

This storm damage protection reconnaissance study will prove beneficial to coastal Bayshore communities not presently protected from storm damage including inundation, wave attack and coastal erosion.

Therefore, we wish to request a Fiscal Year 1991 Budget appropriation of $500,000 which will be used to initiate a pre-authorization reconnaissance study.

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